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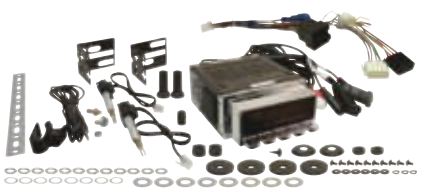

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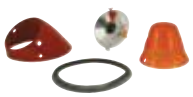

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30 years and counting…

Not everything spawned in the 1980s was disposable bubblegum pop. Some things were made to last

Photo Julian Hunt

There are several big anniversaries this year. VW Action commemorates its big 4-0, while the real game changer, Bug Jam, marked its 30th. It seems rather poignant then that our pilot issue, which went on sale on 25 September 1987, carried a report on the very first event. By all accounts, as well as Kylie Minogue hairdos, surf shorts and bleached denim jackets, Cal Look was at its most prolific back then. Indeed, the scorched Santa Pod showground was drenched in bright yellows, pinks, vivid blues and retina-blasting greens that July, with the report's author and *VolksWorld* founder, Keith Seume, boldly announcing that "the day proved beyond all doubt that the 'Look' has definitely arrived."

It's difficult to accurately predict the reception some of those show-winning cars would get if they rocked up at a VW event today, but we imagine they would still turn a few heads – not necessarily for all the right reasons. As would their owners if they adopted the same '80's clobber.

Ambitiously, the organisers awarded a trophy for Europe's Most Beautiful VW, which was won by Chris Jory and his right-hand drive '53 Oval. We ran a feature on his lurid Peugeot Fjord Blue Bug in the same issue, and he'd even applied the same dazzling hue to the engine tinware and the steering wheel. We suspect there's still a huge clan of you reading this that were at that event. I recall that I queued for an hour waiting to get in, which didn't go down too well with my girlfriend at the time and, after a bit of a heated discussion, we turned round and went home. So I never made it, never got to meet Chris, or see his car, and ended up with a takeaway pizza somewhere on the 50 mile cross-country route back home in my ratbag '64 Cabriolet. By then, at least, the atmosphere had thawed and we'd got the hood down.

Ah, happy days… ***IC***

POD
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WELCOME TO THE MAG

I'd forgotten how much I enjoy working on old VWs. The first early stages of work on my '68 Beetle have, however, revealed a number of flaws in my workshop procedures.

The fact I haven't once had to resort to a manual of any kind has impressed the various members of my family, curious to oversee what I was doing in the garage. The sight of me on the hunt for missing tools, becoming more and more frustrated by my lack of utensils, has been less convincing…

To recap, I bought my Beetle unseen in June. It was advertised for sale in Portugal and, at one point, I really wasn't sure if I'd ever get to see it at all. Finally, it appeared at my home in Brittany and, having breathed a huge sigh of relief, it was safely installed in my workshop. It's not bad, there's no major rot, and it runs.

My objective is to make it roadworthy and kind of go from there, so working on the basis that getting it to go and stop would be a good place to start, I ordered up the necessary rear shoes and front discs and pads, as well as a decent quantity of brake fluid.

And it's here that my deficit in tools reared its untimely head. All set up, and with the parts ready, I realised the trolley jack I bought from Lidl a few years ago really wasn't up for the job, and there was no way I was climbing underneath a car without a beefy set of top quality axle stands. So, my first purchase before I could do anything was a Sealey jack and some of their professional looking axle stands.

I wasn't worried about undoing the castellated 36mm rear axle nuts. I'd done that job dozens of times before. But nothing prepared me for the tightness of the ones on the back of my car. With a bar on the end of a wartime ring spanner, the spanner's shaft turned to cheese as I tried in vain to undo the nut. An impromptu excursion into town to buy a ½-inch drive 36mm socket was successful, but when I used it with a ½-inch adaptor the bar I was using also turned to cheese. So it was back into town to buy a ½-inch bar. By this point I'd already eaten into a valuable two hours of my limited workshop time.

To cut a long story short, having soaked the nut in penetrating oil for a third time and standing my full body weight on the bar I was using, I managed to loosen the nuts on both sides.

Feeling moderately elated at this success, I backed off the adjusters and removed both drums. At this point I made the discovery that both wheel cylinders had leaked and soaked the linings with brake fluid. In fact, the nearside liner was dripping. Thus followed a further halt to proceedings while I ordered two replacement cylinders. Fortunately, by that point I had also noticed the driver's side axle boot had split and was leaking oil as well, so I added a pair of those to the order, as well as the two replacement heater tubes, which were missing.

The brake cylinders duly arrived, I fitted both rubber boots and now everything it shaping up quite nicely. That's not to say I've completely resolved my inadequate tool situation. I wasted another hour at least searching for the 11mm ring spanner my dad had ingeniously cut a hydraulic brake pipe sized slot in to help undo the feed to the brake cylinders. I still haven't found it. And because I've lost a fair bit of gearbox oil, I'll need to buy a 17mm socket-head tool to undo the gearbox drain plug. And no doubt that will be a swine to undo, too.

Despite all the tribulations, I am getting quite a kick out of working on the Beetle. The satisfaction of actually finishing a task like the rear brakes is great and, because everything on a Beetle is so simple and well engineered, small things like tightening up a bolt or fitting is hugely rewarding. The big lesson I've learned though is to be more organised and plan ahead to make the most of any gaps in my weekly work schedule. After all, with five kids and the small matter of sending a magazine off to press each month, there's never as much time as I'd like to get my hands dirty. ■

Ian Cushway
Editor

Both rear brake cylinders had spewed fluid – no wonder the stoppers felt a bit sketchy when driving

New wheel cylinders will do the trick, but Ian's learnt the hard way when it comes to refining his workshop practises

More bad news came with the discovery of a split rear axle boot. Ian's not relishing the prospect of having to undo the 17mm gearbox inspection bung to top up the missing fluid

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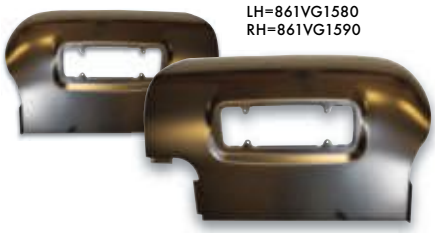

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The *VolksWorld* Show – a double celebration in 2017

March 25-26 2017, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ

2017 is a very special year for *VolksWorld* and The *VolksWorld* Show. We celebrate 30 years as the UK's best-selling classic VW magazine, and The *VolksWorld* Show celebrates its 25th anniversary as the world's largest indoor / outdoor classic VW show. Now, that's not half bad is it? Back to its traditional date of the last weekend of March, we are planning to commemorate this momentous occasion in style, but we need your help to make it our best ever edition.

Show display vehicles

Help us celebrate the 2017 show in style by making this the year you get that long-term restoration finished in time to display at the show. If you are planning to have a car or Bus finished, please contact us, giving brief details of your plans and a couple of pictures of the car as it is now.

VolksWorld magazine anniversary display

We are putting together a display of some of the very best cars that have adorned the pages of *VolksWorld* over the past three decades. If you are the owner of such a car and would like to be part of the display, contact us with details of the vehicle and when it appeared in the magazine.

Club applications

Since its launch, clubs have been at the very heart of the show and have helped give it its unique atmosphere. We are hoping to make the club area the best ever in 2017 – and you can be part of it. Apply for a club stand today by emailing details of your club, including any anniversaries or special plans you may have. We are especially looking for cars and clubs that appeared at our first show.

Camping

Why not make the most of the show weekend and camp on site? Camping allows you to extend your enjoyment beyond the opening hours of the event and this year we will be having a mega birthday party in the golf course bar.

Entertainment

Although The *VolksWorld* Show is a classic air-cooled VW event, we pride ourselves on making it more than just a car show and packing it full with other entertainment and activities to keep you informed and amused. On top of the car display areas, club areas, the hidden treasures swap meet and traders' marketplace, the 2017 *VolksWorld* Show has increased the number of activities on offer for kids, with everything from face painting and colouring competitions to their own Split Screen bouncy castle to bounce the day away.

The engine build tech talk will be back again in 2017, and this year a film show is scheduled to help, inspire and guide you.

Last but not least, no *VolksWorld* Show is complete without a visit to the live music entertainment arena that will be offering a selection of live bands and DJs all weekend.

Once again we will be taking over Sandown Park, Surrey to show you the best and the coolest VWs around

The *VolksWorld* Show – where *VolksWorld* magazine comes to life

Website and contact details

We have a new show website for 2017. Check it out for latest news, show information and to buy tickets:

www.volksworldshows.com

If you would like to contact us about show cars, club stands or *VolksWorld* magazine special display vehicles, please email Amy Nicholls at amy.nicholls@kelsey.co.uk

Thanks to our sponsors

Once again, we would like to thank our long-term sponsors, Carole Nash, VW Heritage, Campervantastic and Meguiar's for their continued support and sponsorship in 2017.

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LETTERS

share your views on the VW scene - email volksworld.ed@kelsey.co.uk

Hard as nails Split

David Broughton, Maidstone

Dear *VolksWorld*, I recently spotted this fascinating military-looking Bus at a big military show in Kent and wondered if anyone could tell me something about it as I couldn't track down the owner. It looked pretty authentic, with a shrouded spotlight at the front to avoid aerial detection and tethering hooks had carefully been welded to the roof to accompany the industrial-looking roof rack above the cab. At the back it looked like there was some kind of exhaust with a peculiar sliding door arrangement above it. The socket above the nearside rear lens could have been an electrical socket. The 'CH' sticker is possibly a giveaway – maybe it served in the Swiss Army? Assuming they have one, although given that you get Swiss Army Knives, I guess they must have! In a nutshell, if anyone knows any more, I'd love to hear the full story.

Yes, we'd be interested, too. If you own this vehicle, please get in touch via the usual means – volksworld.ed@kelsey.co.uk – IC

Keep it original!

GM Gooding, Sudbury

I recently picked up your December 2015 issue and, to my surprise, found myself reading about the grey '63 Beetle I owned for 18 years on the Letters page. I kept her totally original, made sure she was cared for and polished her every weekend. I wouldn't take her out in the rain and kept her warm in the winter. Everything on her was unique and original. The back seat still had its plastic cover on it. I had the write up from the man that brought her from the factory and the car had a complete service history.

With respect, I was shocked and amazed, therefore, to read that the new owner wanted to change her. I believe the Beetle would lose value and, of course, would no longer be classed as 'original'. Obviously, the new owner can do what they like with their car, but I just wanted to let you know my story.

We said as much in 2015 in our reply to the new owner's question as to whether he should restore your old car or not, and hearing your side of the story backs up our opinion. As you rightly say, originality is impossible to replicate, so hopefully the new owner has heeded advice and left the car as it was. – IC

Mr. Gooding at Stanford Hall with his cherished '63 before he sold it

Start 'em young

Arron Wright, via email

I bought your Summer issue from a service station on the way to Bug Jam. As soon as my little lad, Ajay, saw it, he screamed so much I had to give it to him in the end.

Put your VW Jeans on

Leuan Farnham, via email

My dad, Steven, has just acquired a 1974 mustard colour Beetle. I've been told it's a Jeans Beetle, but is there any way you can check for me and confirm that it's the right engine for the vehicle. The engine number is D1144477 and the chassis number is 1142214244. It was in a garage for many years and was found and brought it back to life by the previous owner. And it's now in our loving hands. Prior to that, it was last MoT'd in 1993 and has only done 40 miles since then. It needs some more work done, but that's for the winter. For now, we're simply going to enjoy the Beetle whilst we still have some sun.

Your dad's car certainly looks like a Jeans Beetle from the picture you sent us Leuan. All Jeans Beetles were painted Tunis Yellow and featured Jeans decals, denim trim (which never lasted very long), 4.5J x 15 Lemmerz sports wheels, reversing lights as standard and had all their chrome trim finished in matt black. They were identified by the model name S761, so look for that in any of the Volkswagen documentation that might have come with the car. 1,600 examples were imported to the UK. If you want further details, there's an excellent website here: www.jeansbeetles.com

As for the engine, the D prefix to the engine number identifies it as a late 1200cc, which is correct for the car, but we can't say if it's the original engine. You'll need to write to Volkswagen for a birth certificate to confirm that. This used to be a free service, but unfortunately it now costs 50 euros. Full details can be found here: automuseum.volkswagen.de/en/certificates-and-data-sheets – IC

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Kitchen kitsch

From: Various, including Amazon, TruffleShuffle, Find Me A Gift, Campervan Gift, Prezzybox Price: from £49.99

Check out this magnificent new range of kitchen kit and caboodle from Fizz Creations, developed in collaboration with Volkswagen. The VW toasters (£49.99) come in either blue or red and obviously take their design cues from the Split Bus front end. They are made from stainless steel, feature defrost, reheat, bagel and browning controls and come in a branded box. The kettle (available from mid-October), which also comes in either red or blue, follows the same theme and retails at £59.99. Then there's the in-car compact travel fridge (RRP £49.99, available November), which has a capacity of four litres and is perfect for keeping your drinks and snacks cool, or hot, depending on which setting you choose. Finally, the hamper BBQ set, also due for release in November, will set you up for early spring trips in 2017. It comes with a lightweight metal frame that acts as the handles, as well as a platform for the BBQ itself. The cool bag attaches to the frame through various small straps and is extremely easy to carry. You can also use the instant BBQs, courtesy of additional metal inserts. All these products are officially licenced by Volkswagen.

Pertronix at JK

From: www.justkampers.com Price: from £40.50

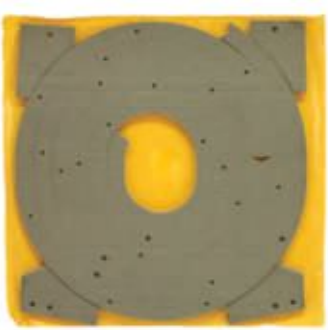
The latest additions to the range over at Just Kampers are a host of new Pertronix products. If you're looking for a way to boost both the reliability and performance of your air-cooled VW, then JK has something you might be interested in, as they're now stocking six new 'fit and forget' Pertronix products that will make a dramatic difference to your VW. These include the Pertronix Ignitor III kit (£118), for mechanical and vacuum advance distributors. These offer five times more spark than a standard ignition points system and replace the points and condenser, meaning you'll never have to worry about them burning out ever again. JK is also now stocking distributors with the Pertronix Ignitor III built in, available in both 009 and vacuum advance style (£195 each), which perform even better with the Flame Thrower 3 coil installed at the same time. Fortunately, JK stocks that too, at £40.50. If you want to be even more flash, the Pertronix billet distributor with built-in Ignitor 3 is £265.

Pertronix has been going strong since 1962, and the company's patented Ignitor replacement ignition modules are in service in thousands, maybe even tens of thousands, of VWs, all happily providing a boost to both reliability and performance, as well as decreased routine maintenance. What's not to like about that?

On the edge

From: www.foliatec.co.uk
Price: £12.95

However careful you are when opening a car door, the occasional paint scuff or blemish is inevitable – especially if you park it in a small, single-car garage. However, Foliatec's new door edge protection film provides a useful shield against minor accidental damage. The film comes in packs of four and each is ready trimmed to a convenient 1.5 x 80cm strip. The German car care firm says it will last up to three years and its removal is as easy as its application, with no damage to the paint underneath.



Bug body foam

From: www.vwheritage.com Price: £34.96

One of the key components for re-assembling a body-off Beetle restoration is a top quality floorpan gasket because, let's face it, once you've hoisted and restored it once, you won't want to do it again. VW switched from a rubber seal to a foam gasket late in the production cycle of the Beetle and this self-adhesive alternative, exclusive to VW Heritage, is easy to mould to the shape of your floorpan, preventing any annoying leaks while at the same time providing a wonderfully dense and cushioned seal for your beloved Beetle's body to drop onto.

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 # 04558

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 # 07127

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 # 25362

Mid or rear vent wing upright bar

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 # 03755

Timing strobe light

No additional gimmicks that you won't use on this timing strobe, it is easy to use and affordable.

 # 70806

Vanagon front panel lower section

The front panel replacement we offer is available in two parts, the lower section is available now, the top section will be available soon. These panels are identical to the original panels, just remove the spot weldings from the old panels with a drill and weld the new panels in place.

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Car of the month

Tim and Rose McCarthy, 1974 Bay Window

"Our Bay Window Camper, which still retains its original Devon interior layout, was previously owned by my father-in-law, who had it from when it was only a year old," explains Tim. "When he passed away, the Bay's future looked very uncertain, there was even talk of scrapping it! But with so much family history associated with it, my wife, Rose, intervened and said we'd take on the upkeep of it. At the time I thought to myself, what the hell does she want that for, because it was in one helluva state!"

> "Rose intervened and said we'd take on the upkeep of it"

The Bay was originally painted blue, but that changed to green during its resurrection. "After the new Skoda Apple Green was sprayed on, it looked a bit luminous and we thought we'd gone for the wrong colour," admits Tim. "But we needn't have worried as it turned out okay.

"Rose was responsible for re-trimming the seats in a bright green and orange check material, with curtains to match, while I made some new cab door cards using thin carpet. My father in law would have thoroughly approved of the interior as he loved bright colours."

The Bay still has its original 1600cc engine, which has been fitted with a new carburettor, and the suspension has been lowered very slightly.

"After we got the Bay back on the road, the first time out was a run to Brighton for the weekend, but we haven't done too much camping since as it's a little cramped for our liking and we're not getting any younger."

This Bay has now been owned by the same family for 41 years and, with its new lease of life, it looks set to continue to be cherished and, even if its days as a Camper are over, it still makes the ideal day van in which to visit shows.

Rose re-trimmed the bright and cheerful interior herself, matching the material to the equally upbeat Skoda Apple Green exterior

Bay scoots along courtesy of its original 1600 lump, albeit with a new carburettor in place of the leaky old original part

Richard Halliday, FF Beach Buggy

Believe it or not, this Buggy started life as a rust-ridden chassis, which Richard bought through a contact at his local VW spares shop, Retrodubs in Cornwall. "I have always loved tinkering, and wanted to do something fun so I decided to build a Buggy," says Richard enthusiastically.

He started by cutting out the rotten floorpan halves, then called upon the guys at Volks Weld in Redruth to do the welding, saying their advice and knowledge has been priceless throughout the build. "I would not have got this far without their help. Cheers Jay and Jem!" A new wiring loom was made for the car by a chap from one of the Beach Buggy information websites called Chad Chadwick. "He's such a great guy, and offered me loads of help. In fact, all the guys on the site have been very helpful," continues Richard.

After what seemed like months of stripping, cleaning and painting Richard was at the stage of building the chassis up again. "She went back together like a dream, and bit by bit everything bolted into place. I used mainly stock parts, apart from coilover shocks all round and disc brakes on the front. The engine is stock, apart from a new carburettor from Latest Rage, and a dual cannon exhaust (I love the sound as you drive through tunnels!). I made the rear seat and had it trimmed to match the front bucket seats. I also added a few little touches on the dash like a chrome trim around the dials and green buttons to match the paint."

The body Richard chose was a British-made FF because he liked its shape and style, and he's since added a few subtle touches in reference to the film *The Mask*.

"There's a Loki mask on the bonnet, Mask head gear stick and a sticker in the back," explains Richard. "I've still got loads of bits to fine tune, but it's awesome fun to drive around Cornwall in."

Richard would like to give a massive thanks to all the people mentioned, and especially his lovely wife, Claire, for putting up with him over the last 18 months and, as he put it, "pretending to listen when he's going on about it."

^ The floorpan was in one hell of a state when Richard got hold of it. Makes you wonder what the Beetle was like that once sat on it!

> Nothing to do with the fact the Buggy used in *Challenge Anneka* was an FF, Richard says he particularly likes the shape of the body, and being a long wheelbase version made it considerably easier to build

The Howard family, 1971 Squareback

The Howards have owned their Type 3 for several years now, and thoroughly love its roomy interior, with accommodation for everyone and the dog, and its luggage space front and rear. With its eye-catching yellow paintwork, replica Fuchs alloys (detailed by Spike's Vintage Restorations) and lowered stance, it makes for a really sharp and attractive combination that's practical at the same time.

A while ago the 1600cc engine was rebuilt with new barrels, heads and carburettors, and the brakes were overhauled, including changing to Porsche stud pattern all round. This work was completed by Emerson Large at Emo Engineering in Suffolk.

"The wings have been repainted, and the car's also had some repairs to the floorpan," says Paul. "We've fitted new carpets, but the seats are all original and in very good condition.

"Despite the lowered suspension, the car drives absolutely lovely. We had some problems with the automatic transmission initially, so that was rebuilt, and it's been great ever since.

"We also have Beetles in our family, but are tending to enjoy the practicality of the estate and use it more and more. The bumpers are beginning to show some signs of age, but they are original to the car and will be left as they are."

^ Squareback is a big hit with the Howard family, and there's even space for their dog. Any excess baggage goes on the suitably retro Desmo roof rack

< Interior is largely stock, save for that tasty wood rim wheel and the taxi beaded seat covers. Hawaiian lei hanging from the rear view mirror adds a cheery vibe

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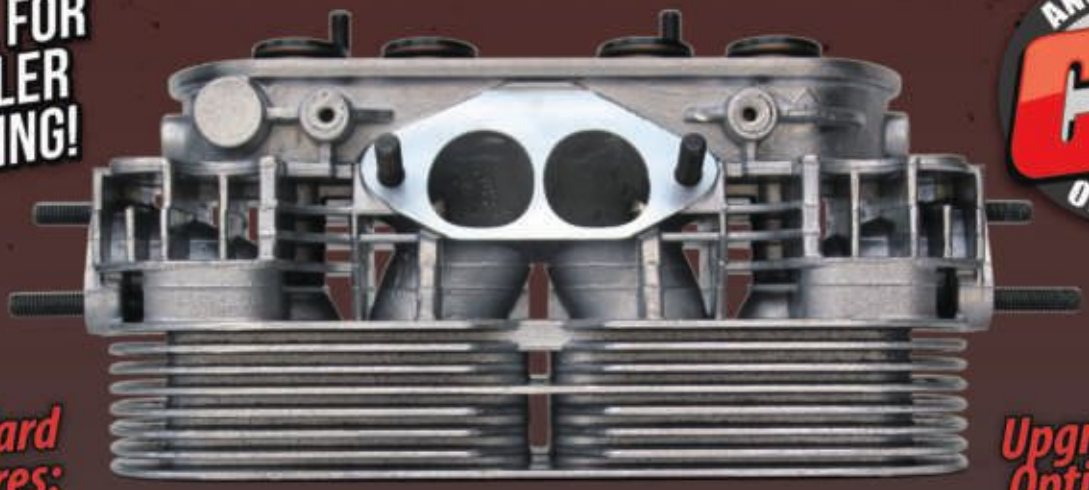

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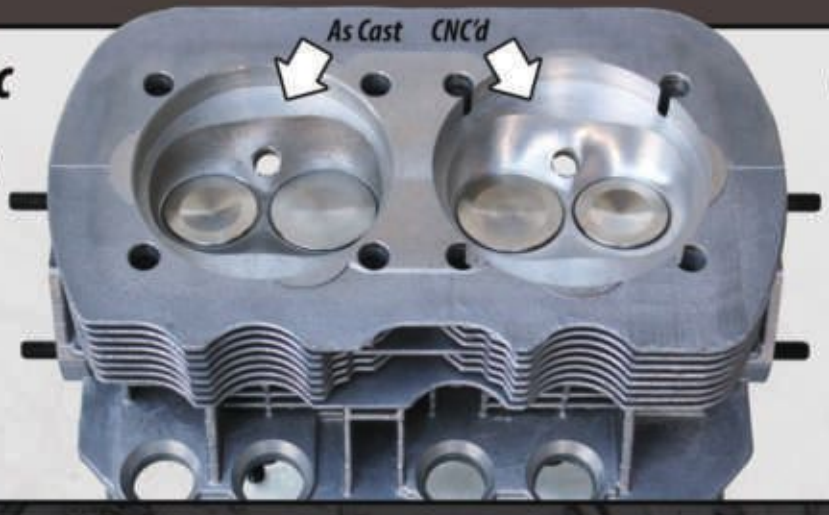

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Keeping it in the family

When news reached John Hemingway of his wife's family Beetle going to the scrapyard, he felt he had no choice but to step up to the plate, despite having no prior experience of restoration

Words Gordie Woollacott **Photos** Laurens Parsons

There's nothing better than a Volkswagen Beetle and a Haynes manual to turn a retired head teacher into a fully fledged, spanner-wielding mechanic. That's exactly the metamorphosis experienced by John Hemingway when his wife, Christine, told him the news that her father was considering parting company with the family Beetle due to ill health.

It wasn't an overnight transformation, and nor was that of this outstanding 1971 1302S, originally brought into the family by Christine's sister, Helen, in 1993. Even back then, at a little over 20 years old, the Beetle was no spring chicken in automotive terms. Still, as one of the most technologically advanced classic Beetles ever made, its MacPherson strut set up and 'sporty' 1600 engine made it the perfect companion to Helen scooting around the pre-Congestion Charge streets of London. With disc brakes on the front (standard for the S model) and still retaining the classic flat windscreen, is this the ultimate Beetle? Market trends towards earlier Bugs may suggest not, but is the tide turning and are the Hemingways sitting on a potential goldmine, seeing as this was the only 1302S present in the show arena at Stanford Hall this year? I guess only time will tell.

After serving its purpose in the capital, the history of the car reads more like a train timetable between London and York, with plenty of stops in between, but it never left the family. The furthest away it went was Christine's younger sister, Claire Sutcliffe, adorning the logbook at one point, but what's a change of surname amongst friends and family? Eventually though, in 2009, news reached John that the family's faithful friend was to either be sold or, worse, scrapped.

GYO
640J

Attention to detail is excellent throughout

It's always nice to see body colour under the 'arches, especially when it's as clean as this

TECH INFO

BODY: 1971 1302S with replacement Californian bodyshell, repainted in L90D Pastel White; pop-out quarter windows

INTERIOR: Spirit of the '50s cream headlining, original high back seats with red TMI covers; Spirit of the '50s black carpet; period VW radio

ENGINE: 1585cc twin-port; electronic ignition; alternator upgrade

WHEELS AND TYRES: standard 15in steels with Maxxis Victra 165 tyres

And you thought these things were only used to make clocks…

The MacPherson strut suspension gives significantly more luggage space up front, perfect for your vintage suitcase and cosy blanket

John: "It was sitting in a sorry state on the driveway covered in bird poo and moss. When Christine told me of the plans, I just had to step in and rescue it."

No previous

With no previous experience of restoration, it's a brave man who takes on a project of this nature as his first. Although, with a Triumph Vitesse straight six and a 2013 Porsche Boxster in his fleet, he's certainly not lacking in passion for all things car.

John and Christine live near Bradgate Park in Leicester, and so the 1302S was transported once more back down the M1, this time on a flatbed truck. Originally orange, but by this point sporting a black repaint, John decided to take things seriously and have the Beetle completely restored, with no corners cut. "I'd read and heard a lot about Johnson Autoworks in Wymeswold, so contacted them to take on the project. I was very impressed with the quality of their work and so it was a fairly simple decision to make, especially considering the magnitude of the restoration the car needed," recalls John.

Not one to shy away from a challenge, he didn't simply hand over the Beetle, along with the PIN code to his pension fund, he had Steve and Simon at Johnsons start by removing the body and welding new 'pan halves in before receiving it back at his place to begin the mechanical overhaul. The body was deemed too far gone to be viable for repair, so Simon headed off to Belgium in search of a couple of rust-free Californian 1302 'shells he'd got wind of.

Meanwhile, John was busy collecting other parts needed to complete the extensive restoration, including a new decklid and bonnet. John: "I tried desperately hard to save components wherever I could as I wanted to retain as much originality as was physically possible. Every single nut, bolt, switch and dial that I removed was cleaned up and labelled, ready for the rebuild. On the occasion that something needed replacing, I tried to source good original parts rather than reproductions."

Smoothly does it

For John's part, the rebuild of the floorpan ran pretty smoothly. He replaced all the brake lines while the access was good, and completely rebuilt the famous MacPherson strut front end. "With no previous mechanical experience, it's amazing what you can do with a Haynes manual and a few rudimentary tools," John laughs. That, ladies and gentleman, is the joy of our beloved Bug captured right there. "I found it really enjoyable working on the Beetle. When you open the decklid, everything is there. Take a couple of sizes of spanner and a screwdriver and you're off. Now, if I were to

"it's amazing what you can do with a Haynes manual and a few rudimentary tools"

^ The rear pop-outs and chromed plastic air vents are the only external deviations from factory specification

< No more sagging bottom, the suspension is all brand new and the stance is just how VW designed these cars. Not fashionable perhaps, but practical

go to my Porsche, I wouldn't even know where to begin. It's all mid-engine stuff covered in plastic with the whistles and bells. Give me the Volkswagen any day."

Collecting 'shells

Back at Johnson Autoworks, things were looking considerably more involved and complex. Simon was successful in the hunt for the rust-free 'shells. One had accident damage but was structurally impeccable, with not a flake of rust, so that's the one that came home with him on a trailer. "We converted the 'shell to right-hand drive using John's original dash and, by the time we were finished, the body could have passed any inspection anywhere in the world," remembers Simon. "It's probably the most hours spent by any bodyshop on a 1302, ever! I doubt there's another Beetle of this year anywhere in the world that would match it for condition. We basically rebuilt it from the ground up. It's by far the most extensive restoration we've ever done."

When it came to choosing the paint colour, the Hemingways headed for the VW colour chart available at the time the Bug was built. John: "I already had some fun with the original body by painting it in one of my favourite art styles of Lichtenstein, and the original high back seats had already been re-covered with TMI red covers with white piping so, with the standard of the restoration being so high, it was only natural to opt for a classy finish of Pastel White to go with the contrasting red interior – both of which would have been available in 1971."

"she doesn't like hills in fourth gear [but] she'd climb mountains in third"

Better than factory

Following on the originality theme, John stuck with the existing 1600 twin port. "I gave it a top end rebuild and Simon took care of refreshing the original tinware and replaced the dynamo with an alternator and also fitted an electronic ignition system. She really is a joy to drive with the new refinements, genuinely like a new car. Although she doesn't like hills in fourth gear, she'd climb mountains in third."

John's claim that this Super Beetle is "better than factory" is in no small part thanks to the many hours spent on it by Steve and Simon at Johnson Autoworks. "The welding on this

< John and Christine Hemingway, the saviours of this much-loved family 1302S

"When Christine told me of the plans, I just had to step in and rescue it"

THE BUILD

The original 1600cc twin port has had a top end rebuild, together with an alternator and electronic ignition conversion

Looking at it now, it's hard to believe this '71 was just weeks away from a date with the scrap man!

Despite its condition, sentimentality ruled and this Bug was saved from the grave

Prior to the full resto, John paid homage to '60's American pop artist, Roy Fox Lichtenstein, with this amazing hand-drawn art

The floorpan was treated to new pan halves before being returned to John, whilst the body restoration was undertaken at Johnson Autoworks

John tested his own mettle by building the chassis up at home on his own. Mission accomplished

Extreme restoration work calls for extreme measures, such as a road trip to Belgium to buy a replacement body that had been shipped in from sunny California!

"It's probably the most hours spent by any bodyshop on a 1302, ever!" So say the boys from Johnson Autoworks, who brought this one back from the dead

Ex-Californian 'shell may have been rust free, but it had accident damage that had to be repaired before it reached this stage, being readied for lashings of Pastel White

The Hemingways cannot praise Johnson Autoworks enough for the company's professionalism and quality of work. The boys said it with flowers

Sourced by Johnson Autoworks, the original radio is more for show than rock 'n' roll

^ The American-sourced 'shell has been converted to right-hand drive using the dash out of the original body

car is little short of artistry. Spot welds have been recreated and seams completed where necessary. They even tracked down a period correct radio for me. It really looks the part in the dashboard, although it doesn't pick anything up, it just crackles!"

The restoration was completed in August last year and received the seal of approval from John's youngest daughter, Emily (23), who is dead set on continuing the family ownership in the future. The couple proudly displayed the finished car on the Johnson Autoworks stand at Stanford Hall this year. John: "I think it generated a lot of interest for the boys as they are more commonly known for their work on Buses."

Back at home, the Beetle is treated well, being wrapped up and stored through winter and only being driven when the weather is right, or when Christine's sister, Helen, is visiting. But, with a modern Porsche parked next to it, how does John make the choice when the sun is shining? John: "The Porsche drives itself, whereas in the Beetle you are most definitely the driver. If I'm feeling sociable, I'll take the Beetle. I'm yet to fill up at a petrol station and not have someone strike up a conversation with me. You don't get that with the Porsche, although you do get left waiting at junctions…" ■

< TMI covers have given the original high back seats a new lease of life

< It's not a popular model for restoration, so you're unlikely to find too many 1302S Beetles anywhere in the world in similar condition to this one. Having survived a life on the streets of London, the '71 is now set up for a more relaxed retirement

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Twice as nice

The beautiful car you see here is the result of a serious amount of hard work and two recent restorations. Read on to find out what we mean

Words Ivan McCutcheon **Photos** thru-a-lupe photographic

Hinge-mount, Hagus-style rear view mirror and dual mount radio aerial

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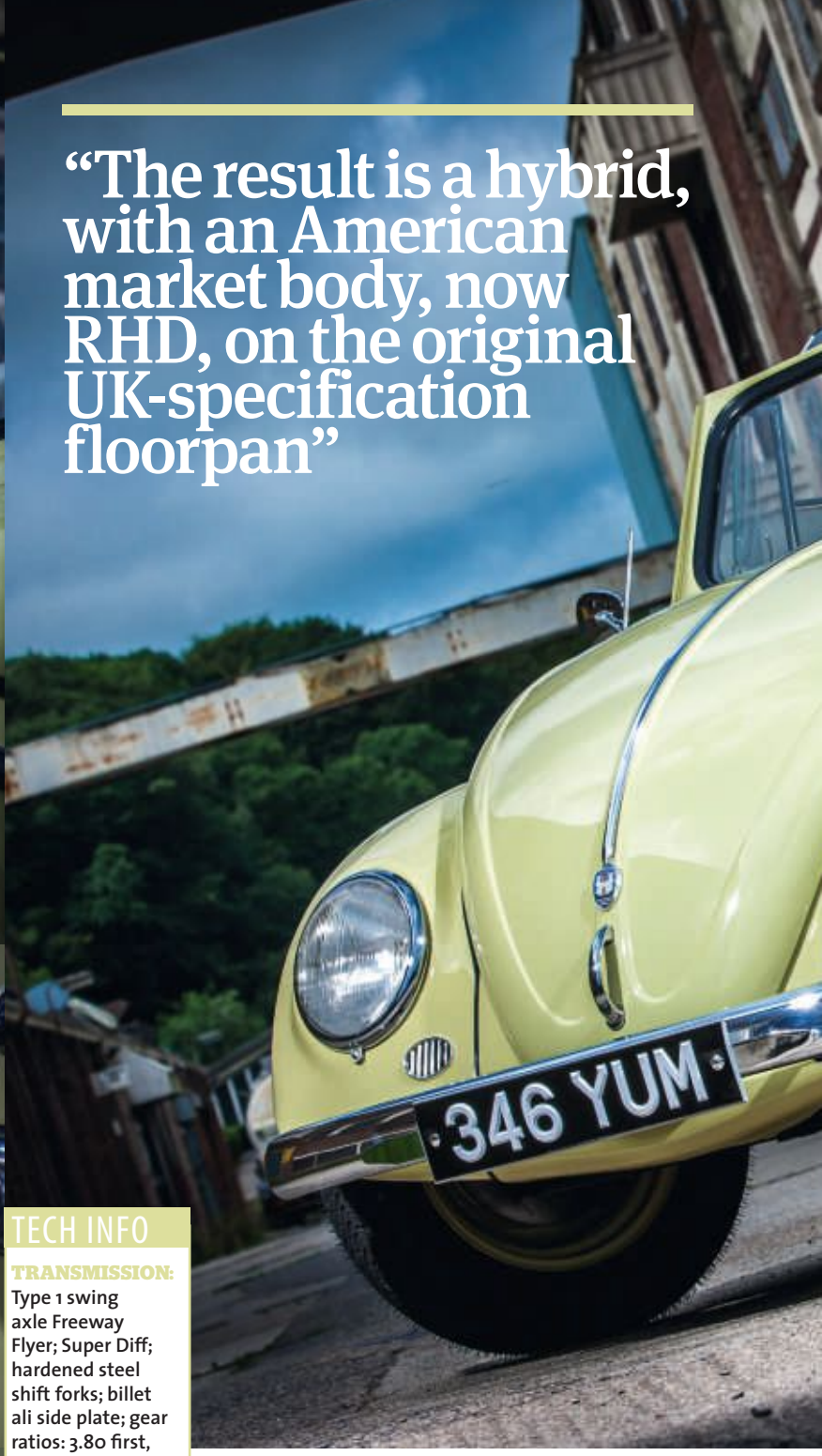

"The result is a hybrid, with an American market body, now RHD, on the original UK-specification floorpan"

TECH INFO

TRANSMISSION: Type 1 swing axle Freeway Flyer; Super Diff; hardened steel shift forks; billet ali side plate; gear ratios: 3.80 first, 2.06 second, 1.32 third, 0.82 fourth and 4.125:1 ring and pinion

BRAKES: EMPI front discs; CB Performance rear discs; dual circuit master cylinder; braided lines

WHEELS AND TYRES: VW 15 x 4.5in solids, rears widened to 15 x 6; Coker 165 wide whitewall radials all round

You've got to respect a fellow VW fan like Nick Greenfield from Bewdley, Worcestershire, as he doesn't settle for anything less than exactly what he wants. This 1959 Karmann Convertible Beetle proves this fact. When Nick bought the car in 2012 it was running and driving, in fact it was a pretty cool looking ride. Painted bright red under an off-white hood, lowered and sporting a grey Connolly leather interior, most people would have been more than happy just to own it, but not Nick. Why? Well, there were a number of things about the car that weren't right for him. The car was a right-hand drive '59, but it didn't have semaphore indicators, and it should have them.

Instead, the car had Rossi headlights, with the

Back to original, the once red paintwork is now L241 Bambus, a classic Karmann-only hue, as it was in 1959. A contrasting dark green mohair hood sets things off perfectly

indicators in the rims. Equally annoying to Nick was the fact one of the door gaps was so far out you could see daylight through it!

The root of these issues can be traced back to around a decade ago when the UK-spec Karmann was originally found as a restoration project. From the sound of things, it was a right old mess. To give you an idea of the crimes against the body of the car, we will relay a few things we were told by the man in charge of the workshop commissioned to restore the car to the way you see it now. That man is Bob Burrows at Resto Haus, based in Braunton, North Devon. Bob: "The semaphore apertures in the rear quarter panels, just behind the doors, along with the heater channels, were filled with concrete. It was so bad that the previous owner decided it made more sense to source a rust-free American 'shell than attempt to save the original one." Amazingly, a donor 'shell of the correct year was tracked down and shipped to the UK. The rotten, original RHD body was then cut up and its dashboard let into the US-sourced body. The result is a hybrid, with an American market body, now RHD, on the original UK-specification floorpan.

Not on your Nelly

Nick wasn't going to settle for a car that didn't add up. We all know how things work when it comes to VWs. If you pitched up at a show in the car as it was, the chance of a sage zealot spotting the errors in specification and feeling the need to point their findings out to you were too much to risk. We can hear it now: "You know a right-hand drive '59 Karmann Beetle should have

TECH INFO

MODEL: 1959 RHD Karmann Convertible Beetle; L241 Bambus with dark green mohair hood
ENGINE: 1776cc Type 1; 69mm eight dowelled and counter-weighed crankshaft; 12lb flywheel; Engle 110 cam; 041 heads with 39 and 32mm stainless valves; crankcase drilled and tapped for full flow oiling; 30mm oil pump; Bugpack external cooler; Fram HP1 external filter; dual Dell'Orto 40DRLA carbs; CSP merged header with Vintage Speed big bore stock-style silencer
ESTIMATED POWER: 90bhp

"the powerplant is no longer the weedy 30-horse lump"

The '59 is now pushed along by a 1776cc twin-carb motor that's making approximately three times the original's grunt

Karmann-only vented decklid in a genuine piece. Note the Vintage Speed big bore muffler

Though the body now on the car originated in America, the front wings and bumpers are European spec with blade bumpers rather than US-spec towel rails with brace bars

Snowflake rear light units are a perfect example of the beautiful design details VWs of this era have

semaphores, don't you?" You'd soon tire of this, wouldn't you? I know I would. So, being a sage zealot himself, Nick had a word and told himself to sort the car out.

Not being a procrastinator, or the sort who waits until Christmas Eve to go Christmas shopping, shortly after the '59 became his he started putting the feelers out, looking for a company he felt would complete the overhaul he had planned for the car. He visited a few workshops but, whilst at Devon Dub Fest in 2014, a mutual friend called Ron Smith introduced Nick to Bob Burrows. Although Resto Haus is just under 200 miles from his home, Nick made the seven-hour round trip to check out the company and left with the most positive vibes about Bob and his team. He'd found the place to do the work.

"The one thing I really wanted was to reinstate semaphore indicators"

Nick was no fan of the red paint, white hood or grey interior, preferring the original colour scheme Karmann intended the car to have. He was no fan of the lowered suspension either. He wanted the car to look stock where you can see it, but be a tad spicier where you can't see. So he commissioned Bob to strip the car right down, sort out the door gap and a few other things and return the car to the colour and ride height it left the factory in 1959. "The one thing I really wanted was to reinstate semaphore indicators," Nick explains. "And with Bob's help, we found a set of NOS convertible-only semaphores in Canada. They were far from cheap, but they truly are beautiful."

We'll come back to these in a bit but, before we move on to the rest of the car, we should give you a bit more insight into Nick.

Right-hand passion

Finding out how owners first became involved in the VW hobby is always interesting. In Nick's case, his interest was initiated by his oldest school friend who owned a Bay Window. Nick liked it so much he wanted one himself, but couldn't afford one at the time. Just because you can't own a VW for financial reasons, though, it doesn't mean you can't get deeper and deeper into them, and this is what happened. He became seriously interested in air-cooled VWs in general, and some nine years ago found and bought his first one. It was a right-hand drive 1956 Oval that spun him right out, and made him a full blown VW nutcase. The Oval wasn't just a UK car, which is a result in itself, but had something that made it even more of a catch – a Golde sunroof. Nick still has that car, and it's actually booked in for a full restoration next. Then after that there's the 1961 RHD Devon Camper. Yep, right-hand drive cars are his passion, and he confided in us that the VW he would like to own most would be a RHD Samba with an original Devon conversion. But enough of dreams, we've got reality to relay.

Blaupunkt radio has been re-worked with modern internals

Rometsch steering wheel by Petri is based on the original VW wheel, only far cooler!

Banded by two inches, the rear wheels now measure 6.5 inches to help cope with three times the original power

Offside!

Rather than driving the Cabriolet to Resto Haus, Nick and Bob made a plan that saved the schlep – the car was handed over to Bob at Busfest 2014, and he drove it back to his Braunton workshop from there. Over the 18 months that followed, the team at Resto Haus carried out a full body-off restoration. The door gap issue was traced to a shunt on the offside rear at some stage in its past in the USA. As Bob explains, "The problem was the panels that had been replaced had been welded in position incorrectly. When we put the body on a jig for straightening, the door apertures were 8mm different side to side." The only way to fix the problem was to cut off the rear quarter, re-align it and weld it back in the right place. The next job was converting the rear quarter panels to European specification, which meant Bob fabricating the semaphore housings and carefully cutting the panels to let them in. It goes without saying this wasn't a job for the faint hearted. After nearly 60 years, the new old stock SWF semaphores finally had a home.

The only other essential bodywork, apart from the expected panel preparation, was to replace the bonnet. The body was then repainted in the L241 Bambus hue originally only offered on Karmann-built Volkswagens of the period.

The interior has been returned to more period style, with a tan and off-white colour combination

Subtle upgrades

This was more than just a bodywork restoration though. The original chassis was stripped right the way down and the adjustable beam replaced with a stock original. Although the suspension was returned to standard height, and the shorter front shock absorbers replaced with stock length units, the brakes were not to be as per the day the car was built, as Nick wanted the benefits four-wheel disc brakes offer. The way he sees it, you can't see them behind the stock solid wheels, so why not have them? Bob and his crew bought an EMPI disc brake conversion from Just Kampers for the front end and had a CB Performance rear disc set up shipped direct from California. New hard lines and braided flexi lines, along with a dual circuit master cylinder, complete the upgrade.

Things didn't stop there though. The wheels may look like stock 15-inch VW solid steels, but closer inspection reveals they're the factory 4.5 inches wide at the front, but a useful two inches wider at the rear. What makes this subtle modification even less obvious is as all the wheels are wrapped in Coker 165 SR15 wide whitewall radial tyres.

You'll appreciate the reason for the discs and 6.5-inch rear wheels when you hear the powerplant is no longer the weedy 30-horse lump the car would have come with. Hidden under the vented Karmann decklid – an original with the water guard and drain tubes in

The exterior has been given back its original looks, just with some subtle tweaks only the experts would pick out

place – is a later twin port-based 1776cc with a counterweighted crank, lightened flywheel and an Engle 110 camshaft to make the most of a pair of 041 cylinder heads, fuelled by a pair of Dell'Orto 40DRLA carburettors. With a full flow oiling system, Bugpack external cooler and a Fram HP1 external filter, it's a far cry from the original VW set up, even if the exhaust system – a combination of Custom & Speed Parts manifold and Vintage Speed muffler – make it look similar with the decklid closed. With 90bhp on tap, the old split-case transmission would have handed in its notice as soon as the motor was bolted up, so the gearbox has also been upgraded to a later-style Freeway Flyer gearbox with a 0.82 fourth gear, Super Diff with four spider gears, hardened shift forks and a billet aluminum side cover. Combined with a 4.125:1 final drive means this unit is perfect for a mild performance, street-driven car. The Gene Berg short throw locking shifter that now sits where the original stick once sat is the one giveaway that something's afoot, but hey, who cares?

Under the bonnet everything has been given equal attention, although the dash back panel and liner were not sorted in time for our shoot

Comfort zone

After reading all this, it'll come as no surprise to hear the interior of the '59 has also had a full revamp, with the seats and panels re-upholstered in tan and off white with matching piping. The carpets were replaced with German square weave and a replica of the coveted Petri 'Rometsch' steering wheel (a direct replacement to the original VW wheel) featuring four thumb rests and additional hand grip areas between two and five and seven and 10 o'clock now tops the column. Originally, this car wouldn't have come with a fuel gauge, rather just a reserve tap on the bulkhead under the dash. If you wanted a gauge, you had to weigh out for an accessory kit from a company called Dehne. Nick did exactly that and the Dehne thermometer fuel gauge to the left of the speedo doesn't just let him know what's in the tank, it looks gorgeous, too. As does the period Blaupunkt radio that's been rebuilt so it picks up more than just cricket coverage.

When it came to topping things off, there was only one way to go for Nick, and that was to cover the convertible top in German 'Stayfast' mohair. Nick chose dark green as he feels it contrasts with the body colour so well, although a Bambus car from Karmann would only ever have been offered with either 576 Black or 570 Terracotta hoods.

The Resto Haus team was confident they were on target to have the work completed in time for this year's *VolksWorld* Show, so sent off an application and the car was duly accepted. On the subject of which, Bob comments: "Being accepted in The *VolksWorld* Show was like winning an award to us." Well, it certainly wowed the crowds, and us, and that's why we simply had to share the story behind the car with you all.

"one of the door gaps was so far out you could see daylight through it!"

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The best of all worlds?

Dean and Becky Jones' trophy-winning '71 Bay combines cutting edge wheel design with stock simplicity, Camper practicality and a ride height to make a snake envious

Words Mike Renaut **Photos** Matt Richardson

Dean (Deano to his friends) Jones had a couple of objectives when he started tearing apart his daily driver 1971 Bay Window Camper. He wanted to construct something that no one else had done, and it had to be top quality as the Bus was to be a rolling advert for his business, Classic Car Revivals (www.classiccarrevivals.co.uk / tel. 01462 659833). "My now-wife, Becks, and I bought the Bus – he's called 'Nev' – in 2008 after university and used him for camping holidays and shows, which helped further her interest in the Volkswagen scene," remembers Deano. "Mainly we got Nev because he was cheap. My friends thought there was too much work involved in getting his rust repaired…" Those friends may have had a point since Nev had quite a few holes in his front panel. "…and on one holiday in Croyde we actually borrowed some 'fragile' tape from one of the surfers to cover the rust holes after rainwater started pouring in. At one point the front end metal was so thin that a wasp burst through it while we were driving!"

Nev ran around for a few years lowered and wearing Porsche alloys. After ferrying the bridesmaids to Deano and Becks' wedding

(where the cake was in the shape of the Bus) Nev underwent a complete strip down. "I was in the process of restoring my first car, a 1969 Beetle, and when that was done we took Nev off the road. We asked the wedding guests not to buy gifts, but said they were welcome to contribute to the rebuild and a lot of them very kindly did," recalls Deano.

All change

He and Becks removed all the bolt-on panels and sent the bare 'shell out for blasting. When it came back, Deano was expecting the worst, and naturally some further rust had been uncovered, but he says it wasn't as bad as it could have been. Meanwhile, Deano had started work on the brake conversion, machining up spacers to fit modified Porsche 944 hubs, later Porsche six-pot calipers and vented discs. "It's over-braked really, but they look so good. I was planning the rebuild in my head for a long time, and the one thing I really wanted was to have Nev's chassis sitting right on the ground." So Deano had a chat with Rayvern Hydraulics, who assured him they could make that happen. "People tend to think hydraulics mean a harsh ride, but Rayvern produced a system with a hydraulic ram for each corner and a remote piston connected to a coil spring. The springs act like a normal sprung suspension and makes the whole system tuneable, as well as drastically reducing the ride height."

The front axle is now a Rayvern-modified king and link pin beam that was narrowed four inches and raised into the body by 1¾ inches. Combining that with Transporter 2½-inch dropped spindles removed an extra 4¼ inches of ground clearance, while chassis notches ensure nothing gets squashed when the Bus drops to the floor.

One of the other defining features of the Bus is the wheels, which are reputed to be the first set fitted to a Bay Window Bus. They're Fifteen52 (www.fifteen52.com) Outlaws, and Deano wanted them bad. Their size meant the inner wheel tubs also had to be mounted higher up into the body, and that required the lower edges of the inner panels of the cab doors be modified, too. "That was a hideous amount of work," recalls Deano. It wasn't exactly simple at the rear either. "I cut more notches into the rear, then narrowed the torsion tube by 35mm each side to line the spring plate up with the Porsche 944 Turbo aluminium trailing arms, then fabricated larger wheelarch tubs to clear the wheels on full drop. At least it made a nice change using the welder on some thicker metal!"

Along the way, Deano also fabricated new rear chassis legs to locate the rear ram mounting points and did the usual sill, outrigger and b-post repairs most Type 2s require. "I could have dropped the body over the frame to get it low and kept the suspension relatively stock – in hindsight it would

The Camper was built partially to promote Deano's business, and the CCR logo is etched in the back window and around the Bus

"reputed to be the first set fitted to a Bay Window"

Deano frequently has to pop outside to keep a close lookout for speed bumps

^ It takes a massive amount of thought, planning and hard graft to get a Bus as low as this. Chassis mods, body mods, gearbox mods, petrol filler and tank mods… the list goes on

^ The Bay's immaculate engine bay doesn't stop Deano driving the Bus, and using it for family holidays. 2276cc motor certainly makes the drive there and back more enjoyable. Quicker, too

> Deano is very proud of his Fifteen52 Outlaw 001 wheels, bought while the couple were on honeymoon. Though they're clearly modelled on Fuchs, they're subtly different at the same time

TECH INFO

ENGINE 2276cc Type 1 by GAC Motorsport; CB Performance Super Race crank and rods, CB Super Pro 044 heads with 44 and 37.5mm valves; CB Ultralight lifters; Engle 110 cam with straight cut cam gear; bolt-up stock ratio rockers; Weber 44IDF carbs on CB Big Beef manifolds; Sync-Link carb linkage; Porsche cooling fan kit; Vintage Speed exhaust with Boxster S tips

GEARBOX Bears Motorsport Freeway Flyer with tall fourth gear; Beetle nose cone; differential housing and bellhousing machined to accept custom 6mm intermediate gearbox mount

WHEELS AND TYRES 17-inch Fifteen52 Outlaw 001s; Yokohama 195/40-17 front, 225/40-17 rear

SUSPENSION Rayvern Hydraulics fluid dispersal system with remote pistons and adjustable coil springs; 4in narrowed king and link pin beam raised 1¾in; dropped spindles; CCR uniball spring plates; frame notched front and rear; narrowed rear torsion tube; Porsche 944 Turbo trailing arms

BRAKES Porsche 944 Turbo front hubs with custom spacers; Porsche 330mm vented discs with six-pot 996 Turbo calipers; Porsche Boxster S rear discs with 996 calipers

Restoring a rusty Camper to this sort of standard is demanding – making one drop this low and still use it as a Camper takes skill and commitment

probably have been simpler – but I wanted to retain Nev’s practicality as a Camper, with the standard height floor in the back. I enjoy custom fabrication because I spend most days at CCR restoring cars that someone else has designed. This was my design, and I loved the challenge of cutting and re-shaping metal, fabricating pieces to make something fit.”

Subtle change

One thing that’s not immediately apparent when you see this Bus is the body has been left completely stock, or very nearly. Deano has changed the original pop-up Dormobile roof cap for a sliding steel sunroof from a Bus he and Becks bought while on honeymoon in California. Other subtle changes are the cooling vents in the engine lid that are hidden behind the raised number plate, and the repositioned fuel filler. “’71 Buses have the filler in the centre of the back wing,” explains Deano, “but of course the pipe fouled the rear wheels with the lowered suspension, so it’s now pretty much in the standard location for a 1972-’73 Bay. I used a Brazilian panel and welded the internal strengthening and filler flap aperture from the original panel into it.” Deano also took a couple of slices out of the sides of the fuel tank to allow it to fit between the modified chassis rails.

With all the metalwork done over a period of three months, Deano coated the interior and top half in Pastel White and everything else on the body and underside in Alaska Blue – a colour available for Beetles from 1974 onward. “I considered using holographic flake paint, but thought that would be over the top,” he says with a grin.

The 2276cc engine came as an off-the-shelf kit from CB Performance. “It had a lairy camshaft and massive valves in the heads, so it wasn’t ideal in the Bus but otherwise had most of the parts I wanted and was a far cheaper way of obtaining them. GAC Motorsport (www.vwracing.net / tel. 01296 613222) assembled the engine, with a few tweaks to make it more appropriate for a fully-loaded Bus. Those included putting in a milder cam, aluminium pushrods and stock rockers, bringing it down from 180bhp to 155. It’s still got 165ft.lbs of torque, but is much nicer to drive, offering low down torque with more bhp at higher revs. It delivers peak power at 5,000rpm, though I don’t often get to see that in the Camper!”

Bears Motorsport (www.bearsmotorsport.co.uk / tel. 0121 7422200) rebuilt Nev’s original gearbox

^ At the lowest suspension setting, the hydraulically-actuated Camper will actually touch the ground. Or lay frame as they say in the States

< The raised engine meant re-routing the exhaust through the rear bumper. That neat tailpipe is from a Porsche Boxster S

^ Deano and Becks built the Bus, but Diesel the dog just watched

TECH INFO

BODY 1971 Camper with retro-fitted steel sliding sunroof; raised and enlarged wheelarch tubs front and rear; modified inner cab door frames; repositioned fuel filler; modified petrol tank

INTERIOR Two-tone vinyl re-trim and oak panelling by Custom Classic & Retro; penny coin floor; handmade curtains; flip front bench seat with copper-plated fixings

THE BUILD

> Before the work began Nev was just another cool, lowered, slightly tatty Camper, with a very rotten front panel and a mismatched passenger door

< Eek! Still, if you're going to do a job, do it properly. Note even the roof has been removed as the once pop-top was replaced with a factory steel sliding sunroof

> New suspension, modified suspension mounts, frame rails, engine and gearbox mounts and hand-formed inner wheelarches are just some of what went on underneath. Those two black boxes in the middle are where the adjustable coil springs live

< Big diameter 17s required some drastic surgery to the front wheelarches. Deano fabricated the new wheel tubs, which are so big they required modifications to the doors, too

with a taller fourth gear and converted it to a Beetle nosecone. That put the selector shaft 2½ inches lower than the stock position, allowing Deano to mount the 'box 2½ inches higher and still have the input shaft in line with the stock shift linkage that comes from the front of the Bus. "I also had Bears mill 3mm off the bellhousing face and 3mm off the diff housing face," Deano continues, "so I could use a 6mm sandwich plate with tabs on it and fabricate an intermediate gearbox mount. 1972 and later Buses had one as standard, but 1968-'71 versions just rely upon the nosecone mount and rear engine support bar. I wanted an intermediate mount to help cope with the extra power Nev now has."

Lastly, Deano had to re-think the routing of the exhaust and the solution he came up with was to use a Vintage Speed system, modified so it now exits through the centre of the rear bumper via a Porsche Boxster tail section.

"I considered using holographic flake paint, but thought that would be over the top"

Small change

As well as the sheer shock appeal of Nev sitting on the ground, Deano wanted people to see high quality in every aspect of the build. "It did get out of hand," he admits, "I did silly things like chroming the handbrake mechanism, even the back of the ashtray, parts no one will ever see, but I know it's been done." A more obvious change (no pun intended) is the cargo floor, which is covered in 1p coins. "Becks takes the credit for coming up with that idea, and she was the one who did the work, gluing approximately 4,500 coins to the floor before covering them in a self-levelling clear resin. It adds about 30kg in weight," smiles Deano, "but everyone who sees it remembers it. We wanted a copper and wood theme for the interior, and Tim and Vaughan at Custom Classic & Retro (www.customclassicretro.co.uk /

< The Bus has been tastefully upholstered in a combination of grey and white vinyl

> Deano kept the period Volkswagen / Blaupunkt radio, but it's now converted to use an MP3

> That flip front bench seat is both cool and practical, although having the raised wheel tubs underneath mean it's not quite as soft as it looks

v Old oak floorboards from a factory were cleverly employed in the rear of the Bus

^ No, they haven't just broken the piggy bank, the floor is deliberately covered in 1p pieces. Deano's wife, Becks, came up with the idea, and did the work to make it happen

tel. 01509 558616) did a fantastic job stitching up the vinyl and edging the interior with some oak factory floorboards we bought at a reclamation yard. At first they thought we were insane, but they soon admitted it looks good. Actually it turned out better than we expected, too."

The copper theme continues on the mountings for the flip bench seat. "It's an idea based on a Westfalia design and it's brilliant, giving about a third more room inside," says Deano enthusiastically.

The dashboard might look standard, bar a bit of colour coding, but the real Bus freaks will spot the speedometer is from a 1970 Bus, and those air vents aren't quite the way VW designed them. Special thanks go to family friends, Frank and Sue O'Neil, who, a week before The *VolksWorld* Show, offered to make new curtains for the interior and produced one every night for a week.

"The Volkswagen scene can get a little stuck in its ways"

Explaining the thought process behind this Bus, Deano was animated: "I like classic car looks, but with modern performance and reliability. The Volkswagen scene can get a little stuck in its ways. The Rat Look thing is going too far now, and it's either fake patina, or paint everything a stock colour and lower it over Fuchs. I was too young to build something during the 1980s but there was a lot more innovation and individuality back then. That's why I wanted something different with this build. The top show VWs being built now raise the standard every year, and I knew if mine was to stand out, and showcase CCR's skills and ideas, it had to be up to their quality, but it also had to be different.

"The only thing not done in house was the engine, gearbox and interior work, but they're things I'm happy to leave to experts in those fields. I'm very happy to say Nev's taken six trophies from the seven shows we've done so far, including a Top 20 at The *VolksWorld* Show, and feedback has been very positive. Someone offered me an outrageous sum of money for Nev but he's not for sale. Not only did we put a lot of time and effort into him, it's the family's wedding money, too."

Clearly Deano is pleased with the way Nev turned out, but has he managed to retain the useability he wanted, too? "Yes, we went camping in him last weekend and it was great, although having such large front wheel tubs means the front bench seat has thin padding, and driving for three and a half hours up to Norfolk made us both very sore. Unfortunately, the seats can't go any higher or we'll lose the headroom in the front. Either we both need to buy some cycling shorts, or I might have to get the angle grinder on him again in a few years…" ■

Thanks:
Frank, Joel and Craig – the CCR team; ABS Blasting; Perfect Coatings; Shirley, Derek, Nigel and Heather and all of our wedding guests, and sorry if I've forgotten anyone!

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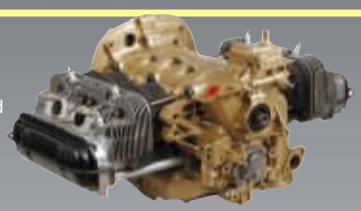

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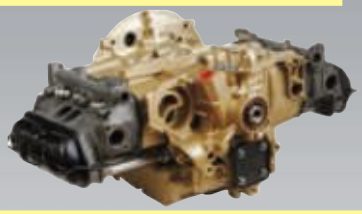

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Strictly Commercial

Merv Renshaw isn't a windows kind of man, which is why he was more than happy to overlook rust and a rather off-putting perch when he took on this Fridolin project

Words Ian Cushway **Photos** Rick Davy

Seeing a commode instead of a driver's seat should have set alarm bells ringing for Merv Renshaw. Or so you would have thought. But no, after a three-year hunt, and having driven all the way to Kloosterzande in Holland on a quest to find his perfect Fridolin, he wasn't about to let little details such as this stand in his way. In fact, given the sheer amount of fabrication needed to sort the rotten bodywork, the previous owner's unpredictable toilet habits were the least of his worries. But before we get into all that, let's find out a bit more about the Commercial VW-loving, 39-year old from Devon.

Our template owner questionnaire reveals that he owned a '72 Bay Window when he was 18, which later caught fire at a petrol station of all places. Once repaired, he rebuilt the engine when it later dropped a valve. He then had a string of Beetles, including a '68, a '54 and a '72.

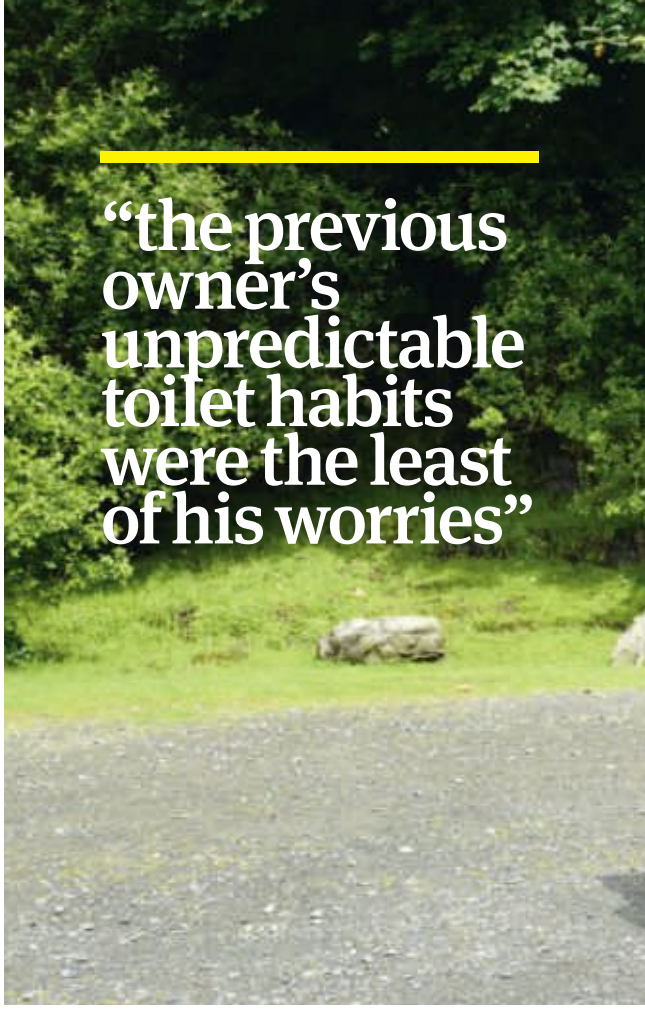
Oh, and that's not forgetting the '64 13-window Split, the '63 Porsche 356B, '72 Squareback and a '50's Chevy.

We've probably left a few out, but no doubt you'll have come to the same conclusion as us that he's got a soft spot for old cars, and doesn't exactly hold back when it comes to satisfying his passion.

Talking crude

Back to the story in hand, having come across one or two for sale with windows cut in the side but being, as he describes himself, "a Commercial vehicle kind of a guy" Merv couldn't resist the lure of this uncut '68 model when he found it. And having got the commode issue out of

Alloy Sprint Star reps fill the 'arches nicely, thanks to the rear end being dropped a couple of outer splines



"the previous owner's unpredictable toilet habits were the least of his worries"

TECH INFO

BODY: 1968 Fridolin; front bumper dropped by 2½ inches; pop-out rear window; bumper overriders
ENGINE: 1835cc Type 1; twin Weber 34ICT carbs; Bugpack silencer on Turbo Thomas merged header
INTERIOR: Rover 25 front seats; headlining and door cards by Autotrim; homemade carpet set
SUSPENSION: 4-inch narrowed and adjustable front beam; two spline rear drop
BRAKES: CSP wide-5; stock drums
WHEELS AND TYRES: SSP alloy Sprint Star replicas with 155-15s tyres front and 195/70s rear

Frid buffers will note a few deviations from stock here – overriders, aftermarket tail lights, multiple laser-cut badges and a pop-out rear window

the way and gone ahead with the deal, he brought it back to Blighty in 2006.

Remembering back to that time, it didn't exactly sound like a Dutch master. "It was hand painted silver and red with some very agricultural looking welding repairs, using anything from bits of an old fridge door to an RSJ," smiles Merv. "It was missing an engine and the driver's seat, but I loved it!"

Merv at this point was trying to get his car restoration business off the ground and, with little time to spare to work on the Fridolin, it was initially just a case of finding an engine and getting the thing up and running.

The story of how he stumbled on the rather tasty 1835cc engine reads like a fairy tale, and no doubt lots of you reading this will embark on a similar quest to befriend a local VW vagrant in the hope of repeating his good fortune.

"I got the engine from this crazy old eccentric who lived in a Bus in some woods not far from my home," recalls Merv. "I had crossed his path years earlier following a lead on some Ghia parts. He knew his onions and had several weird contraptions he had built over the years, one being a microlight that this engine was destined for. I gave him £80 for it, thinking it was worth a punt."

Merv stuck twin Weber 34s on it and dropped it in the Fridolin's probably still quite scruffy engine compartment with rather pleasing results. "My first outing saw me drifting the back end all the way around a roundabout near my workshop with a very large grin on my face," he recalls.

Other than that, the Frid remained somewhat ignored. "I dropped it to scraping point and fitted some Sprint Stars, then just fixed it up enough to get through an MoT each year. It literally had a waft over with some primer, and that was it."

Proper love

After feeling probably just a bit guilty, roughly four years ago Merv finally decided to lavish the Fridolin with the attention it deserved. He started by stripping it, cutting out the rear 'arches and sill covers and then sending what

< Little is known about the 1835cc lump that scoots it along, apart from the fact it's now adorned with twin Weber 34s and it originally cost just 80 quid

^ Headlining and various other bits of trim were courtesy of Autotrim. Believe it or not, those front seats are from a Rover 25

v Homemade boards covered in carpet in the back add a small amount of luxury to the otherwise steel box. Note the cool as hell pop-out rear window

^ Stock steering wheel has been left with its original patina. Period wheel spinner is a nice feature

THE BUILD

"hand painted silver and red with some very agricultural looking welding repairs"

Like all Fridolins, this one had been kept on the road with running repairs of dubious quality when Merv bought it. You can just make out the plastic commode that doubled as a driver's seat in the main shot. Body was sandblasted to reveal lots of rust and, as repair panels for Frids are non-existent, Merv had to fabricate a whole load of new sections. He replaced the Bus rear lights with round units while he was at it...

For Merv, re-fitting that panoramic windscreen was a particularly nerve-racking experience

Attention to detail here is superb and the finished effect looks suitably utilitarian

was left of the 'shell to be sandblasted. Then, over the next year or so, eating into evenings and weekends, he set about the various bits of metalwork required. New floorpan halves were sourced, and he skilfully repaired the rest himself, fabricating the rear quarters, sections of the front wings and front panel, headlamp apertures, heater channels, rear wheel tubs, rear valence and engine side trays. As Merv admits, the rust was far more extensive than he first thought, and tricky to remedy. "In the end I had to replace the whole of the gutter and inner strengthener, as well as having to re-skin one of the doors."

Once the body repairs had been done, it then sat for a year while Merv turned attention once more to his restoration business, swapping welding gear and axle stands for step ladders, wheelbarrows and cement mixers in order to renovate his workshop.

Flip-flop and fly

As for the paint, after flip-flopping from one colour scheme to another, he finally decided on the two-tone combination you see here. We reckon the overall effect is stunning. However, that's not something that's reflected by the dull paint names. "Both are from sample books, so simply have codes like D5561 and S87," he says apologetically.

A further neat visual trick was to modify the bumper irons so the front bumper sits 2½ inches lower than stock. There were also further cosmetic tweaks at the rear. Said Merv: "I fitted round rear light clusters in place of the originals as they look better with the retro-fitted overriders. I've always liked rear pop-outs, so I fitted one of those to enhance the back end."

How could you not fall in love with this '68 Fridolin?

With the inside, Merv sourced some seats from a Rover 25 and had Autotrim line the roof and make up some matching door cards. Merv himself then made up a carpet set, covering some custom made boards in the same material to cover the box sections in the rear.

As a finishing touch for the exterior, he added a retro-looking graphic. "Even though I decided to retire from the restoration business this June, the Frid was always intended to be a shop van so the graphic on the side panels was a must," he says.

Now it's finished, Merv's had the opportunity to reflect on his achievement and we are relieved to report he's 100% happy with the end result. "I wanted it to be understated and not dripping with expensive, unnecessary accessories. It was always intended to be a daily driver, not a precious jewel to be kept in a box."

Apart from finding enough spare time to work on the Fridolin, the hardest part of the build, he says, was re-fitting the windscreen. "When faced with a potential replacement cost of over £2,500, that was real pucker time."

Having had so long to plan and ponder over the build, he doesn't think he would have done anything different. "I renewed and re-used what I could as it could never be a big budget project. Most of all, though, I get a big kick from cruising around with the doors open and walking up to it knowing I saved another rare and interesting beast."

The fact that Merv ran his own restoration shop (Merv's Vintage Steel) explains why he's made such a cracking job of the rebuild

"It was always intended to be a daily driver"

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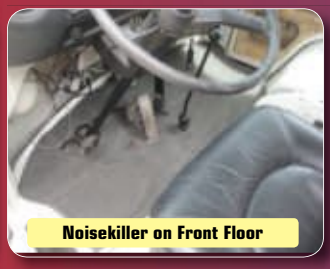

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The big 3-0

Big anniversaries such as this deserve to be celebrated in style, which is precisely what happened at Santa Pod for the 30th edition of Bug Jam

Photos Julian Hunt

Is it really three decades ago that we all queued along the narrow road that leads to Santa Pod for the inaugural Bug Jam? Well, according to the organisers it is – and to mark the occasion this year's festival of all things VW was more special than ever.

Of course, we're all used to the sounds, the RWYB, the BMX'ers and the general madcap shenanigans that make Bug Jam significantly different from any other VW gathering. But this year there was something for the young'uns to do too in the form of the Little Buggerz kids activity area for the under 10s. It worked well because, while the adults were let loose to enjoy the automotive entertainment on offer, tag-along toddlers and the like could watch Punch and Judy beat the hell out of each other, as well as be entertained by magicians and take time out tie dying t-shirts. Try saying that after a few sherbets.

Also new this year was the Urban Ninja assault course. Okay, not everyone was game to have a go, but it provided fun entertainment for spectators happy to watch other people make a total goose of themselves.

Friday night's stage appearances always go down well after a full day of tyre kicking, and this year's line up included tributes to Amy Winehouse, David Bowie and Prince. Meanwhile, a music tribute to the last 30 years was played out in the Retro Zone, while topping the bill – and undoubtedly the highlight of the evening's entertainment – was an appearance by *Scouting for Girls* who got everyone up and strutting their bits.

On track, Saturday saw the conclusion of the RWYB competition, leaving the Sunday set aside for the Autoglym-sponsored show 'n' shine competition. Mainly though, it was a case of kicking back and enjoying the general buzz at the famous Northamptonshire venue.

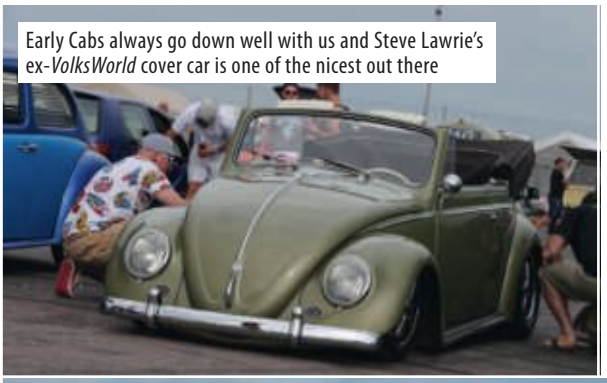
Other highlights included Saturday's B289 display, which featured some well known VWs from previous Bug Jams, the Human-Powered Race, which was bigger than ever this year, with all manner of means being used to cover the quarter mile course. Again, brilliant fun – not just for those taking part, but for less active spectators as well.

So that's it for another year. Now we wonder what the next 30 years will bring for Bug Jam, the original, and still the best, new wave VW festival around? ■

^ Another ex-*VolksWorld* cover star, Shaun Howe's '62 took Best of Show in the Autoglym show 'n' shine, proving he's still lavishing attention on it

Bug Jam 2016

Seaside Neil took home the trophy for Best Beetle in the rust 'n' rat competition with his '56 Oval



Early Cabs always go down well with us and Steve Lawrie's ex-*VolksWorld* cover car is one of the nicest out there

> "Friday night's stage appearances always go down well after a full day of tyre kicking"

Dave Heading's B289 'Looker somehow sums up the last three decades of Bug Jam

SHOW REPORT
Bug Jam 2016

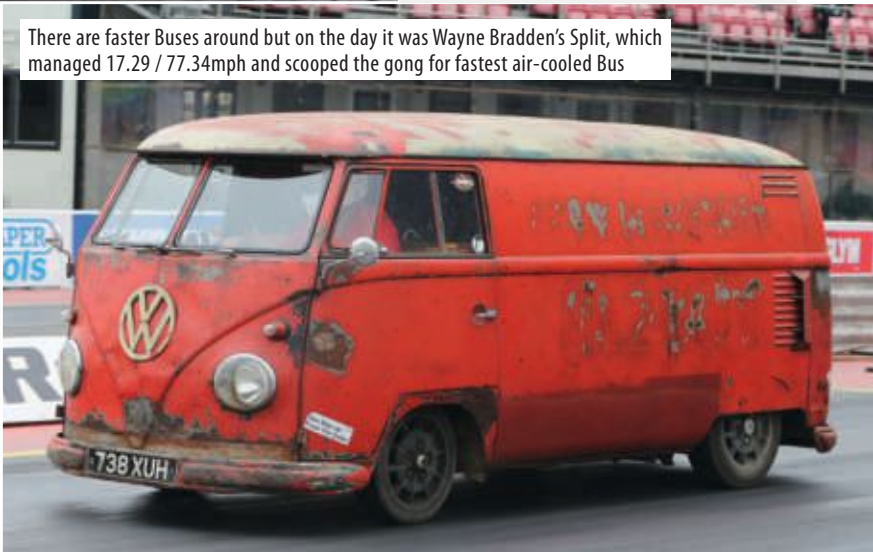
Scott Oliver's radical, road-going Notch set the fastest time for air-cooled cars in the RWYB at 12.02 / 100.74mph

Bug Jam 2016

Best of Show in the rust 'n' rat section went to Emerson Large with his intriguing Volksrod / rat rod crossover creation

"we wonder what the next 30 years will bring for Bug Jam?"

There are faster Buses around but on the day it was Wayne Bradden's Split, which managed 17.29 / 77.34mph and scooped the gong for fastest air-cooled Bus



RWYB winners

A – Air-cooled cars – Scott Oliver, VW Notchback, 12.02 / 100.74mph
B – Air-cooled Vans – Wayne Bradden, Split Panel Van, 17.29 / 77.34mph
X – Non-road legal – Sam Young, electric Beetle, 9.61 / 146.73mph

Rust 'n' rat winners

Best Interior – Lee Fullard, 1967 Split Screen
Best Off Road – Mike Smith, 1974 VW Thing
Best Beetle – Seaside Neil, 1956 Oval
Best Van – Jason Brogan, 1964 Split Screen
Best Other Air-Cooled – Marc Kyle, 1959 Karmann Ghia
Judges' Choice – Calvin and Jayne Klein, 1971 Volksrod
Best of Show – Emerson Large, 1971 Volksrod

Autoglym winners

Best Cal Look – Dean Simmonds, 1966 Beetle
Best Resto Cal – Mark Pateman, 1954 Oval
Best Custom – Leon Clarke, 1985 Scirocco
Best Interior – Ann-Marie Willis, 1972 Bay Window
Best Off Road – Paul Ridgewell, 1971 Buggy
Best Paint – Rob Lampkin, 1971 Karmann Ghia
Best Original – Jim and Linda Dykes, 1989 Polo
Best Water-Cooled – Chris Berridge, 1990 Caddy
Best Other Air-Cooled – Lloyd Jackson, 1964 Buggy
Best Late Van/Bus – Shaun Lewis, T5
Best Bay Window – Christopher Ginn, 1968 Type 2
Best Split Screen – Greg Burnard, 1967 Double Cab
Best Beetle – Steve Lawrie, 1958 Karmann Cabriolet
Judges' Choice – Max and Elenie Abbot, 1963 Split Screen
Best of Show – Shaun Howe, 1962 Beetle

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A stitch in time

We dropped in on Pete Golding, his wife, Angela, and the rest of the crew at Bromsgrove Auto Trimmers to discover what's hot, what's not and what it's like being at the cutting edge of VW upholstery

Photos Chris Frosin

***VolksWorld:* How did Bromsgrove Auto Trimmers (BAT) come into being, and why the bias towards VWs?**

***BAT** (Angela): Pete's been in the trim trade for 35 years and started from the bottom up, working on everything from furniture – which he hates – to dealership cars and everything in between. His first car was a Beetle, but his focus on trimming VWs came in 2000 when he bought a 1967 Bay Window Bus. We went to a few shows and decided we'd be silly not to get involved doing interiors.*

The fact all of us have a personal interest and a passion for VWs is the driving force, and we hope that shows in our work.

***VolksWorld:* Who are the key players, and how many people do you employ?**

***BAT**: Pete is the owner and still gets involved in the sewing and trimming side, as well as overseeing the workshop. Stewart Rockcliffe is our headlining specialist and also does seat trimming, door cards, pop-top fitting and generally all aspects of trimming work. I am mostly front of office, and help customers choose materials. Then we've got Nina, our seamstress, and our new addition, Lydia, who is our trainee in old school sewing and trimming.*

***VolksWorld:* Tell us about the range of services you offer. Is there anything you do that other trimmers don't?**

***BAT**: Our services include classic VW cars and Camper re-trimming, and that includes headliners, door cards, seats, rock 'n' roll bed cushions and carpets. With the experience we have gained specialising in VWs, and our expertise sourcing suppliers, we can do everything from trimming a stock Microbus with original materials and chrome trims to a complete custom interior to the customer's specification. We are also constantly looking at reproducing difficult-to-get interior trim items.*

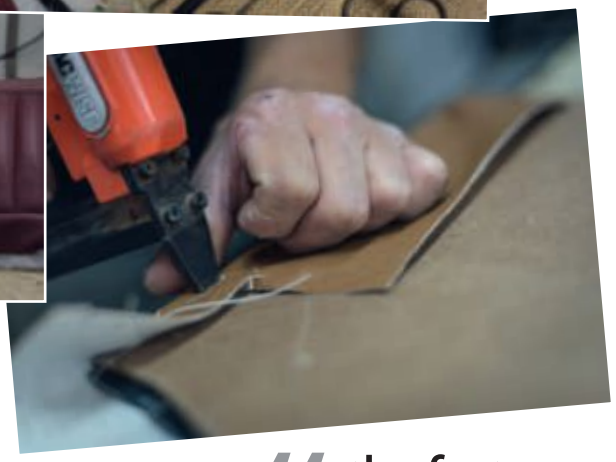
^ The firm's patina Barndoor serves as a showcase for their work. Watch out for a full feature on it here soon…

***VolksWorld:* We notice you use old sewing machines, are you intent on retaining traditional techniques?**

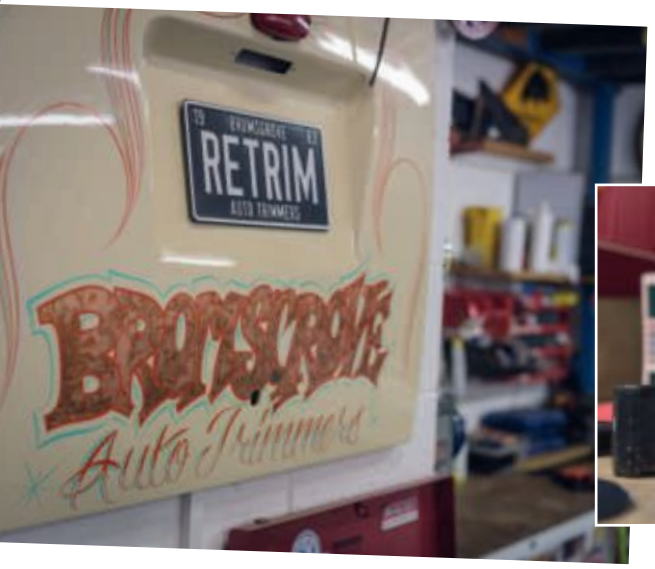
***BAT**: We actually use a variety of sewing machines, some old, some modern. We need this as each one has a purpose for different materials.*

***VolksWorld:* How have you noticed the scene change in recent times?**

Bromsgrove Auto Trimmers



^ Stewart's worked with owner Pete since day one and shares his passion for VWs



> "the fact all of us have a personal interest and a passion for VWs is the driving force"

BAT: *More Buses! We moved into larger premises to accommodate the increasing amount of Buses we do. People are also much more particular about getting the detail right these days. Trading at VW shows, we have met fellow VW traders and have gained knowledge and found parts, which has proved invaluable. We now offer a large choice of materials and, as VW colours can vary so much, a wide range of different colours so we can accommodate pretty much any customer requirement.*

VolksWorld: **What are the current fads / trends when it comes to VW interiors? What are people asking for?**

BAT: *This year tartans and checks have been a massive hit. It's not an obvious choice, but once people see it in our shop and on our displays they love it. Also diamond or Bentley-style stitchwork is proving popular, and we have a twin needle machine to do this.*

A big trend this year has been people converting their Campers back to a Microbus with bench seating. Because we've built up trust on the scene we always see lots of Sambas because owners are reluctant to take them anywhere else.

^ A passion for VWs makes trimming out old Dubs more of a pleasure than a chore for BAT

VolksWorld: **How does the process work with a new customer?**

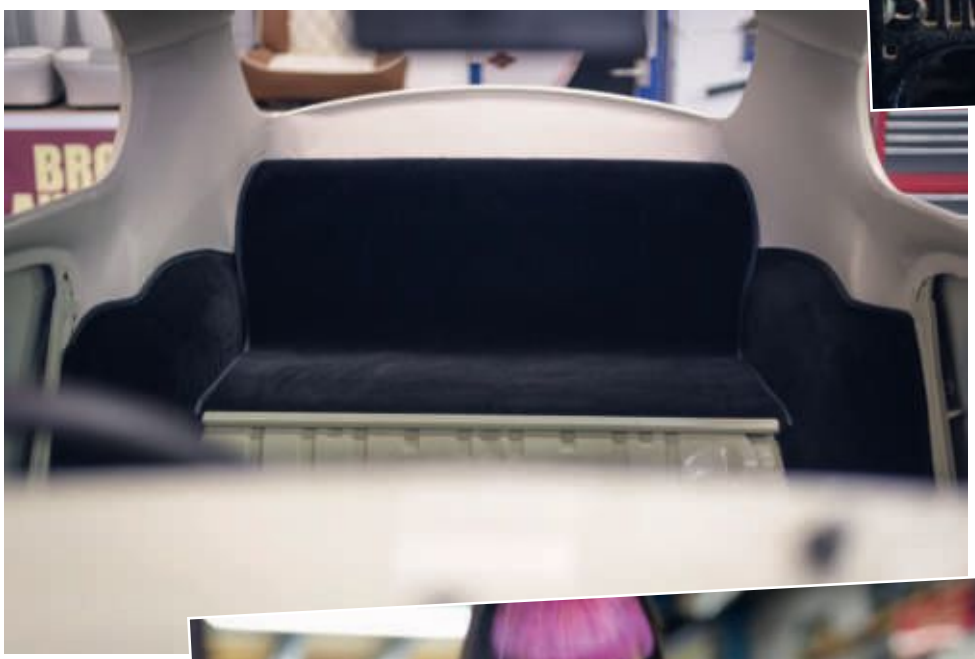
BAT: *People often arrive not knowing what they want, so the first stage is for me to sit them down, find out what sort of thing they are after, then go through samples and offer guidance. That said, even we can get things wrong sometimes.*

On our own Barndoor, we trimmed the door cards, seats and bed cushions in a red fabric with diamonds and throughout the process we were unsure we liked it. The minute we fitted it, we stripped it out and started again, doing all the work on Boxing Day so it wouldn't interfere with customers' orders!

VolksWorld: **What is the biggest headache when re-trimming a VW?**

BAT: *Because lots of classic VWs have been altered over the years, such as windows being put in Panel Vans, we have to custom make headlinings for these. We have ironed out most issues, although no one*

Bromsgrove Auto Trimmers



Rock up anytime to witness the calibre of expertise on offer

size fits all. Samba sunroofs are always a headache because of the moving parts.

Lots of '90's Campers had carpet lining as headlining and wall linings and, because of the glue used, this can be a nightmare to remove. We can sometimes spend two days just preparing a Camper for a new headliner.

We have perfect patterns for door cards, but even with those most Campers need a slight modification to fit. However, as everything is bespoke in our workshop and we make it all in house, this is all in a day's work for us.

VolksWorld: **Is it true that getting an interior right is trickier than sorting the bodywork?**

BAT*: The interior is usually the last piece in the jigsaw, especially if a vehicle has had a full restoration. Often the bodywork will have taken much longer than anticipated and can be quite stressful, so customers look forward to enjoying doing the interior – it's the cherry on the cake. That said, if the Bus is original and not in the best condition outside, we still lavish the same level of care and attention to make sure the interior is what the customer has asked for.*

What we do find is that lots of people forget to budget for the interior, and sometimes run out of funds. However, we have a set price list and often the cost isn't as much as people think. In fact, people often end up saying 'I thought it would be a lot more than that!'

> "customers look forward to enjoying doing the interior – it's the cherry on the cake"

Old school techniques are still the best and with everything pretty much made to measure, there's little Bromsgrove can't achieve

Sometimes owners tell us to leave things out to keep costs down but we try to do them anyway to avoid it looking a mess. We also offer gift vouchers, so if a customer can't afford to have everything done at once they can ask friends and relatives to chip in to enable them to get it sorted at a later date.

VolksWorld: **So can you give us an idea of how much it all costs?**

BAT*: It depends on what you have done, of course, but as a guide, having a new headlining, the two front seats, a ¾ rock 'n' roll bed and door cards re-trimmed in a Bus will be about £2,600. This would take roughly two weeks to do, and if it had a pop-top roof it would be three.*

We take pictures as we go along to keep customers up to date on progress, although we never send a photo of the end result. We leave that until they come to pick it up to add to the anticipation.

Bromsgrove Auto Trimmers

< Retro environment helps the Bromsgrove team get into the trimming zone

^ Contacts in the scene and access to suppliers both here and abroad mean BAT can source virtually any material in any colour

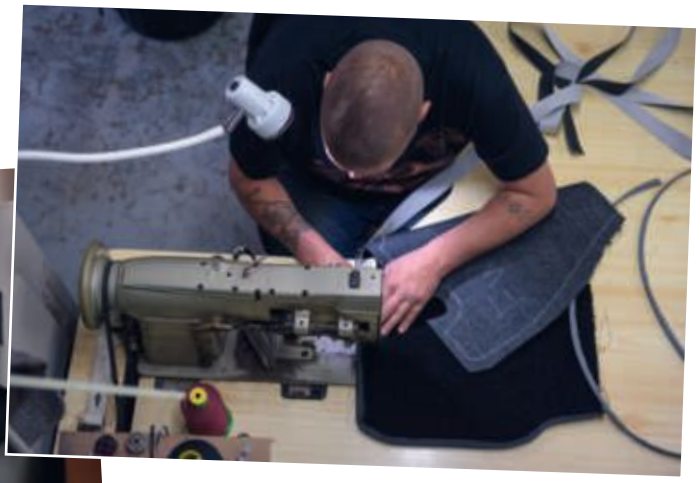
VolksWorld: **Tell us about the materials you use.**

BAT: *We have one of the largest ranges of fabrics and leatherettes in the country. A popular choice for Camper owners is to match the interior trim colour to the exterior paint and we will spend hours sourcing the best match. As for original materials, we are lucky to be able to source these from UK suppliers and abroad, and we offer a choice of mixed grainy classic leatherettes and smooth vinyls. If we need a special colour we will go above and beyond to source the right thing.*

VolksWorld: **What's the key to an interior looking 'just right'?**

BAT: *The secret is spending time with the customer, asking how they want their interior to look. Then, using our experience having trimmed thousands of VWs, being able to guide them in the right direction as to what will look just right.*

WORKSHOP WALKABOUT
Bromsgrove Auto Trimmers



^ A '67 Bay lead to Pete Golding specialising in Volkswagens but he's been in the trim business since he was 16

< With this kind of stock, customers can easily achieve the look they are after, whatever look that might be

v Pete's wife, Angela, was kind enough to answer our questions and helps customers come to the right decisions when choosing an interior

We have the added benefit of having a shop and display area where we can show colour samples. We make up a 'mood board' adding and taking away different colours until we've got the combination just right.

I can usually tell when people are not sure, in which case we have a coffee and start over again. The worst situation is when couples disagree, although we usually come up with a good compromise in the end.

VolksWorld: **The practicalities. Do people drop seats, panels etc. off or do you do complete cars in situ?**

BAT: *Both. Most of the time we prefer to have the vehicles in the shop to ensure a perfect fit, although we are happy to take customers' seats in to re-trim them and they collect them when they're finished.*

> "We make up a 'mood board'"

VolksWorld: **Where do you go from here? What plans do you have in terms of expanding BAT's services / products?**

BAT: *We hope to expand our external screen wrap department [see www.batvw.com] for Splits, Bays, Type 25s, T4s, '5s and '6s. We are also looking into the possibility of offering a mail order service for rock 'n' roll bed cushions. Additionally, we have designed new canopy door covers for Split Screen cargo doors and we're now making original-style door cards, complete with chrome strips, for Deluxe models.*

We have also fabricated a spare wheel drinks cabinet, which we are hoping to have ready for next April. Overall, we are looking to expand our range of merchandise for DIY fit.

VolksWorld: **To end on a tingly note, is there anything that's still hand stitched at BAT?**

BAT: *Yes, there is. The moulded headrests for late Bays, we still sew the covers for those by hand.* ■

CONTACT

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Website: www.bromsgroveautotrim.com

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Part 3 – Metal magic

Lloyd Jackson at Deluxe Metalwork gets stuck into the panel replacement on his 1950 Split Bug project

Words and photos Lloyd Jackson

When you've got your project back from the media blasters you can assess the damage of the rust throughout the body and panels. At this point it's best to make a comprehensive panel list, then start looking at the best places to acquire the panels and body cuts you need to finish the job.

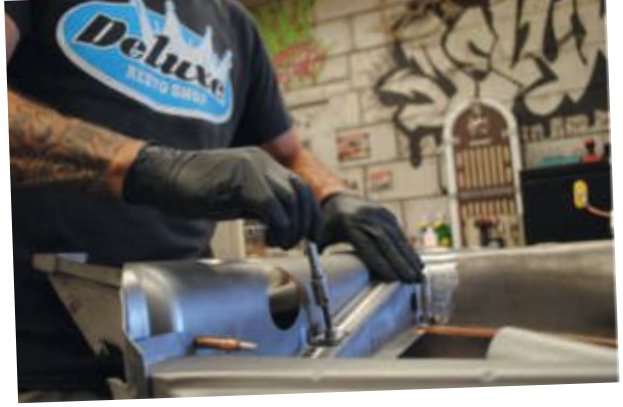
There are lots of very good panel providers out there, but some stand out more than others regarding quality and fit. Our advice is not to buy cheap as sometimes the fit and panel shape can be a mile off and the time spent making everything line up properly will soon outweigh the extra cost of buying better quality panels in the first place.

With that in mind, here's what we've been busy buying, fitting and making good on the '50 Split project over the past few weeks…

< > We sourced the front valance and lower spare wheel panel from the super talented guys at Wolfparts. These guys, based in Sweden, make the best early Bug parts in the world so, if you're taking on an early Beetle project and need panels, these are the people to get in touch with. Note the laser cut wiring tangs on the lower spare wheel well panel (below)

< Fortunately, Wolfparts also make these floorpan to body closing panels, correct for Split-era Beetles. These areas usually need to be replaced because rust loves to form where the heater channel meets this area of the body, even on good cars. We removed the originals in one piece by drilling out the spot welds and gently separating the joints, being careful not to unduly damage any of the surrounding metal we want to keep

^ We also sourced the rear valance and rear bumper hanger / quarter panel repair panels from Wolfparts. Again, quality is bang on



Here we are mocking up the new closing panels on the floorpan. When dealing with new, bare metal panels, always be sure to wear gloves because the sweat from your hands can turn bare metal rusty overnight. We also spray any bare metal in WD40 to help prevent panels flash rusting

Undoubtedly, mocking up panels prior to fitting is one of the most important parts of any good restoration. When doing this you need to think ahead, making sure it's not just the panel you are working on that you are checking, but also any that connect to that one. If you fail to do this, there's a high chance you'll find that other adjoining panels either won't fit at all, or will fit in the wrong place

"Our advice is not to buy cheap as sometimes the fit and panel shape can be a mile off"

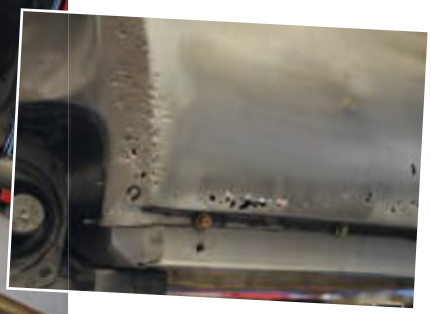
This is the heater channel mocked in place to the rear closing panel and temporarily held in place with panel pins, or Clecos. These are a great help when securing panels and much quicker than using self-tapping screws. Never weld anything in place until you have mocked it all up, checked your measurements and checked again. It is far easier to adjust a panel by removing a panel pin than it is to grind off a weld

Here's a full panel mock up of the floorpans in the main chassis spine with the heater channels, front firewall panel and 'pan-to-body closing panels all bolted down. This is a crucial stage. If you weld any of these in place without mocking it all up first you may run into difficulties when fitting the body to the 'pan

Here you can see we've ensured the rear body mounting points line up nicely with the chassis below. Awesome panel fit from the Wolfparts guys

This may look like a backward step, but now is the time to prepare everything prior to welding. We've bolted the front beam in place here so we can take measurements from it to line the body up perfectly on the 'pan

1950 Split Bug



> We prefer to use an air cut-off wheel to remove rusty panels, but an angle grinder with a 1mm slitting disc works just as well. Take your time, let the blade do the work and keep your cuts as neat as possible

^ With the lower panel mock up completed on the chassis, the body was placed back on top. You'll notice the floorpan halves have been left out at this point as we lined up the body using the front beam as the main reference point. However, the flanges the 'pan halves will be welded to have been given a coat of copper weld-through primer.

We have not yet cut any rotten external panels out as keeping even rotten areas of the original body in place all help line the body up correctly with the heater channels. Note the self-tapping bolts holding the lower quarter panel secure until we are ready to replace this area (inset)

^ Again, the use of self-tapping bolts to secure the body makes life easier when it comes to repositioning. That said, the lower nearside front quarter didn't leave us many reference points. The lower six inches of this area will be rebuilt using a quality repair panel from Finnish company, Virtanen Restoration Panels

^ This body mount which fits under the replacement Wolfparts closing panel was unpicked from the body to be repaired and re-used. We always try to utilise as much original metal as we can. We used the original panel as a template to fabricate a repair piece, then cut out the rotten part, welded in the new bit and linished the weld to finish. We then sprayed the contact side with copper weld-through primer. We always use this where two panels meet to prevent corrosion forming again in the future

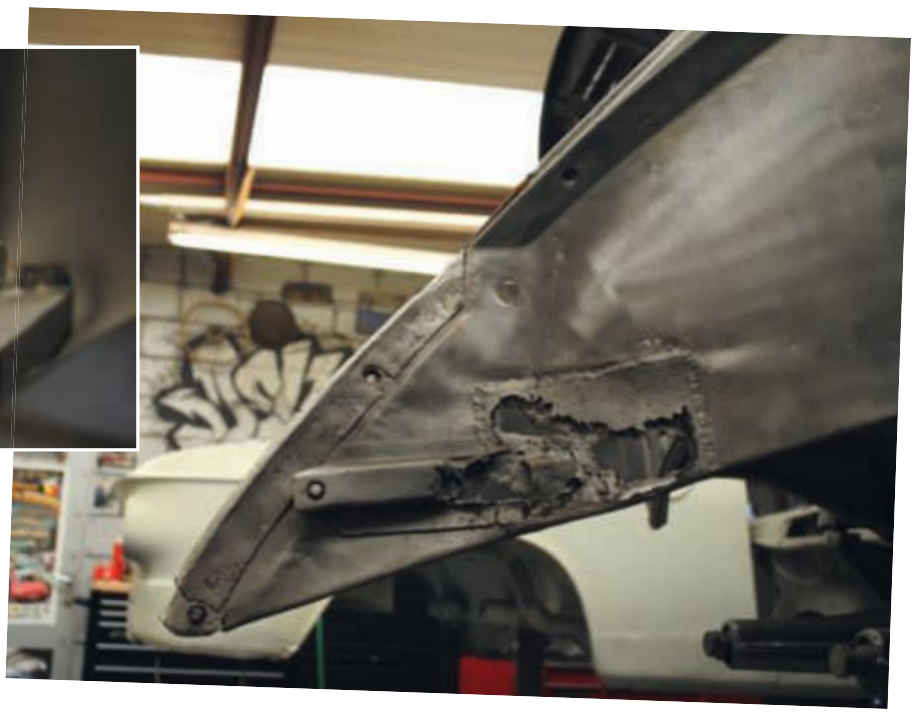
^ Here we are using the front beam to check that the front body mounts line up. Again, this is something not to overlook as it is key to lining everything up and ensuring the front end is in the correct position before welding anything

Planning ahead

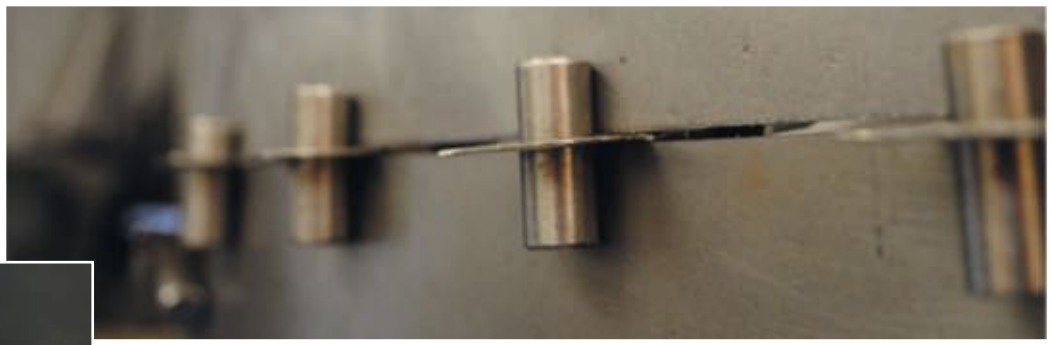
The secret when trying to hit a deadline, in this case the 2017 *VolksWorld* Show, is planning ahead. So, before we started welding in any new panels we put a call in to Stefan Rossi at Aircooled Engineering to see if he could help us with the rebuild of the matching numbers engine. After a quick chat about the build, and what we wanted, he agreed to take it on, so we dropped off the Split's engine at his Birmingham premises. These guys build some pretty trick engines, so the 400-mile round trip should certainly be worth it

The engine looks like it has sat immersed in water at some time, but Stef and his team didn't seem worried by the fact it's totally seized, so we have every confidence in their ability to bring it back to its former glory and purring like a 25 horse should.

< The engine bay side tray needed to come out so the rear bumper hanger panel could be fitted correctly. This is done by drilling out the spot welds with a 4mm spot weld drill, ensuring you do not drill through the outer panel



> ^ Finally, we get to the first repair. The offside rear bumper mount, and the area around it was in a right mess, with evidence of a horrible previous repair. All this needs to go. Using one of the original rear wing bolt holes (inset) we aligned the new Wolfparts panel, and then marked out where the old metal needs cutting



< ^ Finger clamps, or Intergrips, allow you to maintain an even 1mm gap between two panels to be welded. The clamp slides through between the panels, the pin drops in place and it's then tightened via the wing nut so it holds both panels flush. It is never advisable to butt weld two panels together without a gap as there's more chance of the panel distorting and pulling inwards. The gap allows the panel space to pull when welding and makes for better penetration as the weld has to fill the void between the panels, rather than just laying it on top

< Tack welds are then placed between each of the finger clamps, moving back and forth across the work area to help dissipate heat. With all the build up to the welding it's tempting to just blast away at it, but take your time and you will get a better result

< We always use a copper block on the back side of the panel when welding in new panels. If you don't have one, a 2p piece will work just as well. It stops the weld from blowing through and also acts as a heat sink to further prevent distortion

^ With the finger clamps removed, the tacks can be joined up across the panel. Neat, continuous beads of weld may look very nice but, unless you are a very competent welder, they're the quickest way to warp the surrounding metal, so stick to tack welds and work carefully and patiently, trying not to lay welds on top of other welds. For this sort of work we use a 180A MIG welder on setting 5, which is roughly 150A

^ And now the moment of truth. Weld penetration is key to a strong repair and this is what you are looking for on the back side of your repair – a neat line of fully penetrated welds. Ours are flat topped because of the copper block we held behind. If you are confident you have penetration like this, you can grind down the back of the weld area flush as well, but it is not strictly necessary

v A quick grind up on the outside using an abrasive flap wheel on the grinder and the two panels become one. It might take some practice to achieve this sort of finish, but it doesn't take any more specialist tools, just care and patience

Unearthed treasures

As we are going for pretty much a stock restoration here, the success or otherwise of the project depends on the ability to acquire the correct Split Window Beetle parts. Collectors rarely like to part with desirable pieces, so Lloyd managed to swap a few unwanted bits from his own stash for items he needs for this car.

Be warned though, Split Beetle parts are not cheap. The 'coffee can' air filter here came via a facebook post, and Lloyd managed to barter the seller down to £300. It will need stripping and restoring, but he's breathing a huge sigh of relief as this was one of the parts he was most worried about finding.

The new old stock bonnet badge was another fortunate facebook find and, whilst on a roll, Lloyd also managed to grab a nice early Bosch distributor with the correct logo and cap for a 25-horse engine.

Most of these parts are not reproduced, so the choice is down to NOS, if you can find it, or good used second hand. As we've said before, start with the most complete car you can find or you could soon be into several thousand pounds for a couple of bags of small parts…

> "Collectors rarely like to part with desirable pieces, so Lloyd managed to swap a few unwanted bits from his own stash for items he needs for this car"

^ As you can see from all the perforations, the nearside lower quarter needs a load of love. We decided to hand make a repair panel for this area instead of buying one

> Here you can see how much higher up the panel we went to ensure all rust was eradicated. Again, finger clamps were used to hold the new panel in place ready to be welded in

1950 Split Bug

Once fully welded and ground flush, you'd never known a repair had been done. Be warned though, this is one of the easiest areas to warp on a Beetle body if you are too enthusiastic with the welder. Or the grinder for that matter

The inner frame and section where the body attaches to the heater channel is in need of repair. This is a relatively easy part to fabricate, if a little time consuming, and for a factory-looking repair you'll need to retain that angled bracket, too

After making our repair panel, we used a spot welder to replicate the factory style of fixing. If you don't have one, drill a series of holes along the edge and plug weld it in place, then grind them down for a neat looking repair

Panel choice

There are many different suppliers offering Beetle repair panels these days, but the ones we recommend include:

Wolfparts and Metal Restoration, Sweden
Website: www.wolfparts.com
Tel: +46 707 640 511
In my opinion, these guys make the best quality reproduction panels on the market for early Beetles. They specialise in front and rear valances, rear bumper mounts, body-to-'pan closing panels and lower spare wheel panels. The attention to detail in the pressings is amazing, all panels being pressed in a similar way to how they were originally made by VW, using dies made from new old stock panels.

Virtanen Restoration Panels, Finland
Website: www.restorationpanels.com
Tel: +358 (0)45 809 5100
Another excellent producer of early Beetle replacement panels, with a comprehensive, and quite different, range including inner lower ribbed door repair panels, rear body mounts, front body mounting / fuel tank support panel, a-post outer panels, headliner grippers and more. The company stocks over 200 different restoration panels and parts specifically for early Beetles.

Hooky's Panel Shop, UK
Website: www.hookyspanelshop.com
Tel: 07967 235571
Thirdly, from right here in the UK, Hooky's make and supply a variety of very nice reproduction sections, including rear bumper mounts, lower a-post panels, heater channel closing plates and rear body mounts.

Autocraft Engineering, UK
Website: www.autocrafteng.co.uk
Tel: 024 7639 8217
Another UK supplier that specialise in hard-to-find repair panels, Autocraft hold a wide range of stock, but only actually make a few panels for early Beetles (though the panels it makes for Split Buses are second to none). Those it does make are good and come at a great price.

Klassic Fab, (available in the UK through Custom & Commercial)
Website: www.customandcommercial.com
Tel: 01372 452622
Klassic Fab make a wide range of early Beetle panels, including heater channels, floorpan halves and Split and Oval Window-specific wings. Most parts fit very well, but as not all the panels you might want are always in stock, get your order in early to avoid holding up your project.

Next month Lloyd and his crew will be cracking on with the rest of the body repairs…

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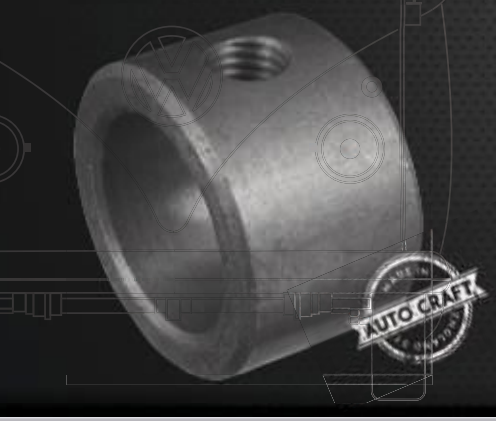

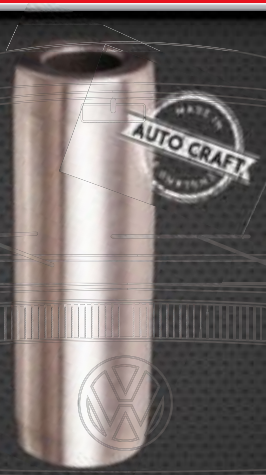

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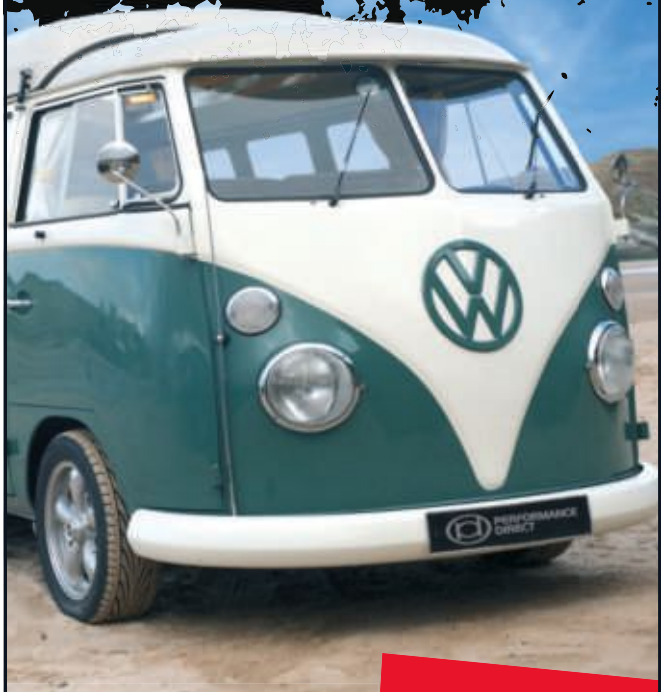

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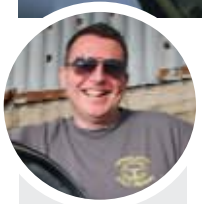

Back to the future II

I may not know where babies come from, but I know how unfinished projects come about...

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Recidivist rusty Beetle purchaser

CARS OWNED: GT Beetle, '77 Cal Look Beetle

WORK THIS MONTH: Assessed and re-booted project, fitted doors and wings, some panel beating

I really don't want my Cal Look Beetle project to become one of those unfinished projects we all see in the for sale sections of magazines and forums.

If I can remember back that far, the last time you saw my retro '80's Looker, Duts and I had just collected the body from Trevor Brady, delivered it to Brian the blaster man and left it beside the chassis I delivered previously. The hope being it would be ready to go back to chez Trev soon after for any welding repair work the blasting process might reveal. Unfortunately, Brian injured himself quite badly and was out of action for a few months but, once back in the blasting booth, he launched into my Beetle straight away and, within a few hours, I started receiving photos showing the condition of the bare 'shell. Thankfully, only three or four new holes appeared, which was great news and a credit to Trev's skills as a welder, fabricator and eradicator of rust!

Like an excited new daddy, I jumped in the car to go see Brian and my newly zinc primered VW jigsaw puzzle. With Liam (giggles) and Duts (quality control) by my side, we had a good look around. Right now, you're expecting me to say something like, "until we discovered a massive hole..." But that isn't going to happen because the car's previous owners, Eoin and Jack Honan, were overly pernickety and lathered it in a thick, protective coating in 1987, which undoubtedly helped preserve it, so thanks for that guys.

Blasting revealed only a few tiny holes, none bigger than a 50p piece, in both front inner wings. The boot floor has one

The welding work was completed a long time ago. Now that Brian at South East Restorations is back in action, it was time for blasting...

This was the first pic I received of the blasting process underway. Not looking too bad so far

'77 Cal Look Beetle

< Testament to Trev's welding skills, the whole 'shell came up really nicely

> Blasting revealed these holes in the top corner(s) of the bonnet, but rust never hides for long so better they come to light now than later

^ Thanks to a generous layer of underseal in the past, two small dents are the only flies in the ointment that is my rust-free 'pan

< Test fitting the bolt-on panels to see how long my shopping list is going to be

> "the official (re-)opening ceremony of project '80's Cal Look"

or two small pinholes, but they're spot weld repairs rather than 'sell some organs to fund the purchase of new panels' kind of repairs. Phew!

So, back to the here and now. Last Saturday, I headed on up to see Jon White at VW Spares. Jon was dealing with customers when I arrived, so I strolled into the workshop to see the '77 looking very sorry for itself under a thick layer of dust. It was then I realised just how long it had been since anyone (me) had touched it. Undaunted, I rolled up my sleeves and fitted the doors and wings, then did some panel beating, which to me was the official (re-)opening ceremony of project '80's Cal Look. It felt good to be back on with it again.

I may have to replace the bonnet as there are small holes at both the left and right top corners and the vents will need to have a new cover panel welded in place, but I won't know for certain until we start cutting. In true UK Cal Look style, where everything is shaved (ooh er matron) the bonnet handle was removed so, even if I get a new bonnet, this mod will be replicated.

Next job is to have the floorpan stonechipped and painted, then I can start building it up, but only after I get the gearbox and front beam from where they're currently vacationing, which is in Graham's workshop. Brian is going to blast the ATS rims in readiness for some bright yellow paint and new tyres to make it a rolling chassis once more.

> "I've decided to debut it at the 2017 *VolksWorld* Show"

Have I set a finish date? Yes, and I intend to work hard to ensure I stick to it because it's way too easy to get pulled from one project to another, but I've decided to debut it at the 2017 *VolksWorld* Show. Now that may sound far away but, at the time of writing, there's just seven months to go. Against all odds, we did it before with Project Landfill, and I'm confident we can do it again with Project DayGlo, as I'm now calling it. I will do my best to bring you a report every month from now on as, if nothing else, it will push me to keep the project on track. Wish me luck, I think I'm going to need it! ■

^ With the doors and wings on bolted on, I started metalworking the passenger door to sort some high and low areas

^ I thought I'd finish this month with this one of the zinc primer stage. If you squint, really squint, it looks like the body is ready for paint!

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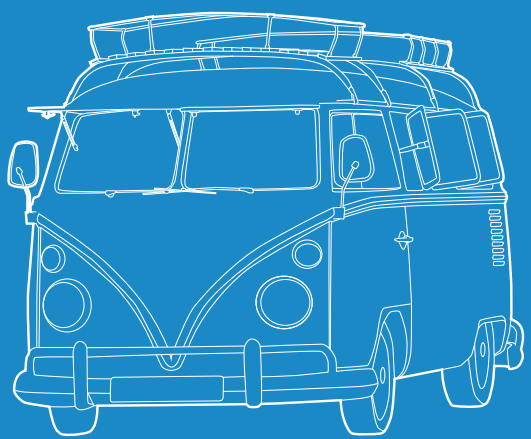

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Hanging with Anthracite Grey at Vintage Nostalgia

More testing times

Jon finds that life with an air ride Beetle isn't always a bed of roses

OWNER INFO

NAME: Jon Robinson-Pratt

OCCUPATION: Photographer

CARS OWNED: '64 Bug

WORK THIS MONTH: change clutch, tighten my hub nuts (again) and win a trophy!

This car is really starting to test my patience! Actually, it's not the car's fault. Having been sat in a garage unused for about four years prior to my ownership, now I am using it on a regular basis parts that perhaps should have been replaced are just beginning to fail. Understandable maybe, but also annoying as it keeps happening just when I really don't need it.

Recently, I wanted to take the car to the bi-monthly Sunday morning meet I organise. On the Friday evening, two days before, the clutch decided it had had enough of propelling the car successfully and, whenever the clutch pedal was depressed, started to make a banging sound. The further the pedal was pressed, the louder the banging became. I was working on the Saturday,

> Just four bolts and it's out… yeah right!

> It was a late night, but a satisfying result

> Worn out pressure plate and release bearing, due to some numpty fitting the incorrect combination of parts

< Left = correct, right = wrong, knackered, annoying, gone!

Halfords car park mechanic at work…

Bristol Volksfest first and second place. My first ever trophy. Hurrah!

but managed to find time to pop to GS&F to pick up a clutch kit. Only herein lay another problem. I know the car has a replacement 1600 engine, but I don't know if the gearbox is the original 1200 part. Different engines, gearboxes and flywheels all require specific types of pressure plate, thrust bearing and friction plate so which kit would I need? Without time to pull the engine to inspect beforehand, I opted to play it safe and buy a 180mm kit and a 200mm kit, agreeing to return the incorrect one. I got home at around 5pm and set straight to work. An hour and a half later (yeah yeah, I know it can be done a lot quicker but I work methodically) I had the engine out. Turns out I've been driving with a combination of later, multi-finger, diaphragm-type pressure plate and an early thrust bearing. Clearly, it worked, but the bearing had been slowly wearing away the 'fingers', which in turn had demolished the bearing. Luckily, the 200mm kit I had purchased was the correct earlier type and the 180mm kit the later type. As my car needed a 200mm plate, the swap to the correct parts was pretty straightforward, though re-fitting the engine by myself was testing. Still, I got it done and test drove the car at 1am, much to the annoyance of my neighbour who threatened to call the police! Thankfully, I made it to the coffee meet at 7am the next morning without any further problems.

King of the castle…

Also recently I've been having an issue with my nuts… of the rear hub type! They keep working loose. I'm sure many of you know the scenario – whilst driving, a squeak squeak squeak turns into a scratch scratch scratch that develops quickly into a crunch crunch crunch. The first time it happened, investigation revealed the rear hub nuts could be undone with my fingers. I didn't have the proper tools to do them up, but cranked them up the best I could with Mole grips. Needless to say, they worked loose again on a recent trip to the Vintage Nostalgia show. We had only gone seven miles from home when the familiar horrendous noise forced a sudden diversion to Halfords to buy a 36mm socket. I jacked the car up in the

The old scaffold bar on a socket trick. It works, but I've no idea how tight my hub nuts actually are

Re-packing the bearings with grease. More of a plaster than a solution, but it seems to have worked

> "my neighbour threatened to call the police!"

car park and cranked them back up as tight as I could with a breaker bar, then fitted new split pins and off we went. This quick fix got us to the show and back, but on the next big trip out to Bristol Volksfest, after about 70 miles driving up the M5, as we pulled onto the show field the squeak, scratch, crunch started again. This time, though, the nuts were still tight, so we just carefully and slowly drove home at the end of the day.

My first thought was the bearings must be on their way out, so last weekend I jacked the car up again to dismantle and investigate. The bearings are fine, but the presence of metal filings inside the brake drums suggests something isn't right. I had read somewhere that rear bearings on drastically lowered Beetles have a tendency to dry out as the gearbox oil is unable to travel 'up' the axle tubes to lubricate them, so I re-packed them with grease before putting the cover seal back on. I am pretty sure this isn't the solution to the problem but it can only help, right? As I still don't have a torque wrench that goes up to 217ft.lbs I cranked the hub nuts up with a socket and a 4ft steel pole. Yes, I can hear the purists tutting, but they're certainly tight now and so far I have not heard another squeak, scratch or crunch, but I suppose only time will tell.

Winner!

On the flip side to all of these trials and tribulations, I won second place for Best Pre-'67 Beetle at Bristol Volksfest. I've never won anything before and usually spend my time at local shows scouting the show 'n' shine field for potential feature cars to shoot so usually just park in the car park, so this was a complete surprise! What's nice about the show 'n' shine at Bristol is it's judged by the other entrants, some of whom obviously took a shine to my slammed '64. Okay, so I was pipped at the post by a stunning RHD Oval, but I chatted to the owner and bagged a feature shoot out of it so it's all good!

Fingers crossed I can now enjoy the Beetle for the rest of the summer without any further issues. I plan to take it to a few more shows and, excited by my recent victory, may even park it on the show field again, just to see what happens. Watch this space… ■

Hopefully, I can enjoy hassle-free summer use from here on in…

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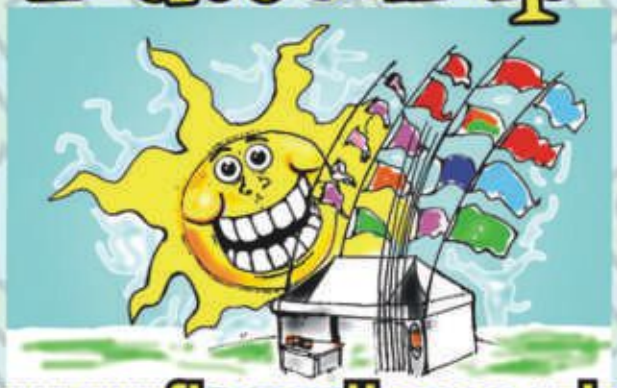

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The sound of silence

A few simple steps to a quieter, happier life with your VW

Words and photos Rob Hawkins

Rattles, squeaks and engine noise inside a vehicle can become very frustrating, especially once the rose-tinted glasses have been removed after having driven a newly purchased VW Bus a few times. However, there are many solutions to help keep that noise and vibration to a minimum. For example, panels that vibrate can be lined with material that either stops it happening or deadens the sound. Floors can be covered in thick matting to stop road noise transmitting through them. The engine bay can be lined with vibration reduction material to help muffle noise. Even undersealing the wheelarches and underside of the floor can help.

We visited Noisekiller in Greater Manchester to follow them soundproofing a Bay Window. What we like about this company is all of the materials used are manufactured in the UK.

To really do the job properly, we went to the extent of removing the engine and fuel tank to be able to soundproof the roof of the engine bay and around the area of the tank. While the following steps detail the work undertaken on a Bay Window, the process is similar for all air-cooled VWs.

We've tested Noisekiller soundproofing on our own Bay Window, and can state categorically that the reduction in vibration and road noise is definitely noticeable. So much so, our ears have finally stopped ringing!

Job info

TOOLS NEEDED:
Decorator's roller
Sharp knife
Steel rule or straight edge
Tape measure

MATERIALS USED:
Chalk
Clean cloths
Soundproofing materials
Spray adhesive
White spirit or panel wipe

TIME TAKEN:
4-8 hours

CONTACT:
Noisekiller
Tel. 0161 6527080
www.noisekiller.co.uk

COST:
Soundproofing kit for Split, Bay and Type 25: £300
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Fitting at factory: £100
Mobile fitting: £200

Noisekiller materials

01 **SOUND BARRIER:** Fitted to the floors, the rear load area and underneath the rear seat. Made up of three layers of material, the top and bottom layers consist of a semi-rigid heavy duty polymer, which helps to reduce vibrations and block road noise when placed against a panel, as well as helping to block airborne sounds. The middle layer of the matting is an open cell acoustic foam, which also absorbs airborne sounds

02 **BARRIER MAT:** A self-adhesive material that helps reduce vibrations and block road noise. On side panels and doors, it only needs to cover 50% of the surface area for it to be effective at reducing vibrations. However, on internal wheelarches, Noisekiller recommend covering the entire surface. Available in long lengths that can be cut into 25 x 12cm sections, or smaller, and used to cover the majority of panels inside a vehicle

03 **LEAD SANDWICH:** Looks similar to barrier mat, but a thicker material that can be installed in the roof of the engine bay. It has a self-adhesive backing and helps reduce panel vibration and absorb sound from the engine. The outer surface can be wiped down if it becomes coated in oil from the engine

Floor areas

01 **FRONT FLOOR TEMPLATE:** Noisekiller can supply a pre-cut piece of sound barrier to fit underneath the carpet or rubber matting of the cab floor area. However, if you have a rubber mat already fitted, it's more accurate to use that as a template to cut out the exact shape of the barrier mat. Chalk mark around it, making sure you mark all the holes for the steering column and pedals

02 **CUTTING OUT:** Use a sharp craft or Stanley knife to cut out the shape you have marked. Use a steel rule or straight edge if possible and keep your fingers away from the blade. Some shapes, such as round holes, may be difficult to cut out but try and find an object to use as a guide. Alternatively, just cut a square shape

03 **TRIAL FIT AND TRIM:** Trial fit the mat to see if it needs trimming, or whether you have missed anything that needs cutting out. You may find it easier to trim the mat in situ so it sits flush around the pedals and other objects. It doesn't have to be a perfect fit, but if a job is worth doing…

04 **PAPER TEMPLATES:** If an existing rubber mat isn't available to use as a template, don't just wing it, create your own template using a roll of brown paper. If necessary, stick pieces of paper together to ensure it covers the entire surface you are looking to cover. Then use a piece of chalk to transfer the shape onto the barrier mat, and then cut it out

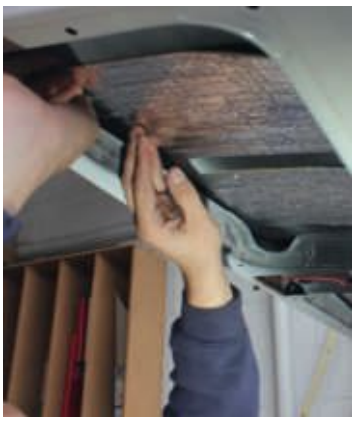
05 **MEASURING UP:** Some floor areas are simple rectangles, such as the main floor area in the rear, and the section between the front seats (the 'walk-thru'). For areas such as this, measuring with a tape will suffice. You may still discover that after measuring and cutting a piece of sound barrier to size, it needs trimming in places as the sides are rarely perfectly straight inside an old VW Bus

06 **REAR SEAT SOUNDPROOFING:** One of the most awkward areas to fit soundproofing material is underneath the rear seat. Again, use existing floor coverings as templates, or measure the dimensions. The vertical panel underneath the rear seat may have seatbelt mounts so, after cutting a piece of mat, trial fit it, locate the holes and cut them out, too. Use a good quality car interior spray adhesive to secure the soundproofing mat to the vertical panel

HOW TO
Soundproof a Bay Window

Interior panels

01 STRIP AND CLEAN: First job is to remove the interior trim panels from the cab doors, sliding door, tailgate and sides. These are secured with a combination of screws and clips so you'll need some form of lever device to un-pop the clips. This is also a good opportunity to look behind them for evidence of water leaks and / or corrosion. Clean the metal surfaces thoroughly with white spirit and a cloth. Wax, glue and dirt will reduce the chances of the self-adhesive soundproofing material (barrier mat) sticking to these surfaces



02 TAILGATE: Cut the barrier mat into 25 x 12cm sections using a sharp knife and a steel rule for guidance (unless it has already been cut for you). These may need to be cut in half for some areas where space is tight. Make sure the inside of the tailgate is clean and dry, and then fit four pieces of barrier mat. Once they are all in position, use a wallpaper roller to apply pressure and help stick them onto the metal surface

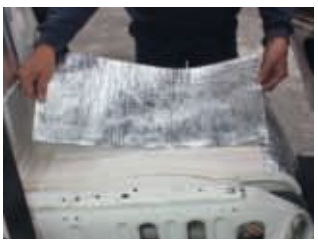
03 FRONT DOORS: Six or seven pieces of barrier mat can usually be fitted inside the front doors. Some pieces may need to be cut in half, depending on the layout. Use the roller to firmly push the barrier mat into position, making sure it is well and truly stuck in place. This is especially important inside the doors because rainwater runs down this area

04 SLIDING DOOR: The sliding door should have room for four pieces of barrier mat. Two of them will need to be carefully manoeuvred behind the linkage for opening and closing the door. The side panel opposite the sliding door (unless you have twin sliding doors) should have the space to fit more pieces of barrier mat. Depending on the layout, several pieces may need to be cut in half

05 REAR WHEELARCHES: If the rear wheelarches have attachments for a rock 'n' roll bed fitted, you may have to cut the barrier mat into different shapes to work round them. Lots of road noise is generated through the rear 'arches, so try to cover as much as possible with self-adhesive barrier mat. This may involve cutting lots of smaller pieces and carefully moulding them over each 'arch. You are aiming for maximum coverage here

06 REAR SIDE PANELS: The large side panels next to the rear seat can produce a lot of vibration, so fit four sections of barrier mat inside here. Space is tight, so some pieces may need cutting in half to be able to fit them into position. It's also quite difficult to squeeze a small decorator's roller inside this area to run over the barrier mat, so you may have to push down on to it using your hands

07 FRONT SEAT BULKHEAD: The vertical panels of the front seats or front bench, also known as the front seat bulkhead, can be lined with barrier mat. Cover only 50% of the front and back of this panel. The purpose of barrier mat is to reduce panel vibration, and in this area of the vehicle covering half of the panel is sufficient to restrict this unwanted noise. It's not necessary to fully cover the panel



08 FRONT SEAT SQUAB: The front area of the seat squab can be covered in a large piece of barrier mat. Create a paper template, then cut a piece, but be prepared to trim it in situ if it's a tight fit. A longer piece of barrier mat can also be fitted on the base of each front seat squab

09 FRONT PANEL: Three or four pieces of barrier mat can be manoeuvred and stuck onto the inside of the front panel to help reduce wind noise vibration. These are awkward to fit but worth the effort. These were particularly effective at reducing panel vibration from this area – we can now hear the wind hitting the panel when driving the vehicle

Engine bay

01 REMOVE THE ENGINE: This may sound a bit drastic, but removing the engine is the best way to fit Noisekiller's sound deadening material to the roof of the engine bay. With the engine installed, space is tight to be able to remove any existing soundproofing material. If none is fitted, it may be feasible to fit the new material without removing the engine, but you won't enjoy the job! Soundproofing material can also be fitted around the fuel tank (we'll cover removing and renewing the fuel tank next month)

02 REMOVE ORIGINAL MATERIAL: If any existing soundproofing is fitted, remove it. Factory soundproofing material was secured with two metal panels riveted in position to the engine bay roof. These may or may not still be present. Make sure the roof of the engine bay and the area around the petrol tank are clean, so wipe them with a cloth and some white spirit. This can be time consuming, particularly if old soundproofing material has to be removed

03 AROUND THE TANK: If you want to line the area around the petrol tank, measure and cut a section of self-adhesive lead sandwich to fit above, in front and to the sides of it. This will help restrict engine noise being transmitted into the interior of the vehicle. Use a roller to firmly stick the lead sandwich to these panels. If they do fall off, they will remain inside the petrol tank area and are non-flammable (all of the soundproofing material shown is non-flammable)

04 ENGINE BAY ROOF: Measure the area for the roof of the engine bay. The lead sandwich should be fitted to the underside of the roof panel, not over the strengthening beams. After cutting a piece for the roof of the engine bay, trial fit it before removing its backing paper. Once it has been fitted, use a paint roller and your fingers to push the material into position and shape it to the underside of the engine bay roof

05 PAINT IT BLACK: The lead sandwich's shiny reflective finish means heat will bounce back from the engine bay roof, so you may want to spray this black. Use a high temperature paint that produces a matt black finish. Spray a couple of coats over the shiny surface and allow it to dry before continuing. This is not required for the lead sandwich that's fitted around the fuel tank

06 SECURE THE ROOF MATERIAL: The lead sandwich fitted to the underside of the engine bay roof needs to be secured with the factory panels or strips of metal as a secondary precaution in case the self-adhesive backing chooses not to stick to the roof some time in the future. Again, paint these black to help absorb heat and fit to the underside of the engine bay roof with pop rivets. If you don't have the panels shown here, use lengths of flat aluminium

Roof solutions

The tin roof of a vehicle generates noise, loses heat in winter and attracts condensation if it isn't lined. Noisekiller sell a 15mm deep self-adhesive acoustic material that can be stuck onto the underside of the roof and is shallow enough to be covered by a headlining. If the original-style headlining isn't going to be fitted, the deeper (25mm) egg box-shaped, self-adhesive material can be fitted as shown here. Do the job neatly and it can even be left exposed. Both materials help to combat all the undesirable features mentioned at the start of this paragraph

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BEETLES FOR SALE

BEETLE

1973, 15,601 miles, £4,000 ono. Front disc brakes. Service history. SSP alloy wheels. Aquired car 26/1/88. M.o.T needed in September. Kent. 01959 533674 (LH)

BEETLE

1972, £6,800. Restored by J.C auto refinishing in cranleigh in 2013. Bodywork impeccable, engine rebuilt. 502 miles since rebuild. New MoT March 2016 no advisories. Marina blue. Garaged only used in dry weather. Tynewear. 01915 845642 (RA)

BEETLE 1303 S

1972, £5,000 ono. Porche blue. Good condition. Garaged. No MoT. Needs some TLC. Owned for 6 years. Reluctant sale. Due to bereavement. Staffordshire. 07799 577832 (LH)

BEETLE KARMANN CABRIOLET

1977, 49,495 miles, £9,495. Metallic green, black hood new MoT L.H.D original german documentation excellent condition restored 2009 all photos receipts and history. West Sussex. 07985 228441 (RA)

VOLKSWAGEN BEETLE

1973, £4,150 ovno. 1600cc two door saloon. Twin Kadron carburettor (re-tuned). New twin pipe German exhaust system (quieter). Better quality. Special 8 spoke orange special wheels, new distribution cap. Leads - points - plugs, new battery - 1 gallon V/W. Engine oil, new Halfords hydraulic car jack (unused). Complete weatherproof car cover, full service history. A good wax polish will give it the wow. MoT valid until May 2017. Solid car, no rust. Panasonic car radio. London. 020 8245 1452 (LH)

VW BEETLE

1972, £4,500 ono. Good condition drives well Mot till Nov 16" alloy wheels alarm fitted new floor pan fitted in 2010. Have owned for the last 12 years, reluctant sale. Staffordshire. 07895 675997 (RA)

CAMPER VANS FOR SALE

VW BAY

1972, £30,000. UK registered September 1972, rhd, owned since 1999, ATT oak interior 2014, engine uprated to 1776cc 2015, power steering, tracker, alarm, ss roof rack, air awning, many receipts. North Yorkshire. 07990 707771

VW CAMPER

1972, £5,000. Free road fund licence rock and roll bed 1.6 engine air cooled original swed documentation awning needs some work to bring up scratch good bargain. Lincs. 07535 817281 (RA)

VW SPLIT 'AIDA'

1964, £36,000. VW 1600 twin 40's, new clutch & gearbox 09, stainless exhaust, lowered, safaris, Camper shack interior, huge music, sat nav, original fitments, plus original set of fuch, awning, receipts, professional valuation, 12 months MoT. Saffron Walden. 07076 403021 (HR)

VW T2

13,277 miles, £7,000. It is an original classic. The registration is MNB 413G. MoT is due on September 10, but it has recently received a lot of attention including a new battery. North Yorkshire. 01423 869406 (RA)

VW T2

2015, 5,291 miles, £44,950. This camper was purchased as one for the very last T2's to be spec'd out by Danbury motors. It is a 5 seater, 4 berth model with loads of extra's including, Sat Nav / TV / DVD / reversing camera, USB connector / charger, upgraded steering wheel, side step and front roof rack but to name a few. 07717 495374 (HR)

VW T2

€3,000. 1600 cm3 no documents the vehicle is
located in Italy the truck is internally insulated the engine is running it isn't blocked the vehicle is ready to complete the restoration. excluding transport and other costsl enclose photographs more information on request. annalisac@omniway.sm (RA)

GOLFS FOR SALE

1991, 117,000 miles, £2,000. Black, cool-looking car,Minor knocks and scratches, but in excellent condition for its age. June MOT, regularly serviced, looked after, and in excellent working order. London. 07952 985212 (RA)

GOLF MK2

1989, 35,800 miles, £3,250 ono. Auto with PAS and factory sunroof. MoT March 2017. Family owned for 25 years. 24 service stamps and almost every invoice.
New tyres and recent cam belt. Original unrestored condition. Looks like it has just left the showroom.
Interior unmarked. Derbyshire. 07712 647923
(HR)

POLOS FOR SALE

POLO TWIST BREADVAN MK2

1988, 82,500 miles. Grey metallic F Reg, Full mot and service history. MoT until August 2017 2 new tyres and new window wipers New Alternator belt and battery is 2 years old In good condition - everything in working. Mileage likely yo go up as I drive it daily. Starts first time and is lovely to drive for every day use as I've been using it. Only selling as need a bigger car. 07470 143274 (RA)

MODERN VWS FOR SALE

G60 CORRADO

95,700 miles, £5,250. Genuine car with NO modifications or upgrades. Owned by myself for 14 yrs. 07970 760029 (LH)

GOLF

1990, £1,200. Tornado red MKII. Petrol long MoT Drives well. Northamptonshire. 07941 803765 (RA)

GOLF CABRIOLET

1995, £1,795. Tornado red with immaculate contrasting black cloth interior electric hood & windows PAS nice original condition. 01652 678417 (RA)

GOLF GTI MARK 3

1996, 114,933 miles, £500 ono. MOT expired May.On SORN since. May require rear axle bushes and brake hose Starts and runs well.Recent clutch,exhaust box and starter motor.Almost complete service history and many receipts for work done Present owner 15 years.These cars are becoming rare. Cardiff. 07801 682814 (LH)

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Formula Vee

Once upon a time, the air-cooled VW engine was at the heart of one of the most popular racing series in Europe and the USA. This is how it happened

Words
Richard Gunn

When most people – readers of this magazine excluded of course – think of high performance racing engines, Volkswagen's venerable old air-cooled units don't generally spring to mind. Granted, Porsche founded its post-war sports car empire using the VW flat four, but it wasn't too long before it started building its own engines that were, well, a little more energetic.

Still, throughout the 1950s, Volkswagens did take part in sport, mainly long distance rally events or circuit racing with different, often homemade, special bodies plonked in place of the original. Most of this happened to the complete disinterest of Wolfsburg, which was much keener on seeing its vehicles dominate the ordinary roads of the world.

"By 1970, there were about 3,000 cars in action across the globe"

But in 1959, that changed. It was all thanks to America, or rather one particular person in America. Hubert Brundage was a Florida VW dealer who fancied the idea of motor racing. He just wasn't so keen on the huge costs that generally went with it and felt that a mass-produced but cheap racer could be the answer. Naturally, given what he sold for a living, he thought it should be VW-based.

He approached Italian racing firm, Nardi, to build a prototype using the engine, transmission and suspension from a 1958 Beetle. What came back was a sleek, low, bullet-shaped, cherry red single seater that would prove the genesis for all future Formula Vee cars.

Soon, Brundage partnered up with Colonel George N Smith and Bill Duckworth to launch an inexpensive racing series. He sold the original Nardi car to them for the bargain price of $1, and the pair founded FormCar to build and sell glass fibre replicas of the aluminium-bodied machine. Within four years, the company had turned out over 500. The Sports Car Club of America finally sanctioned these cars as a new class in 1963, officially giving birth to Formula Vee. That led to other manufacturers, such as Zink, MacVee and Autodynamics becoming involved and, with a purchase price of just $2,500, what they built soon became the most widespread racing cars throughout the USA. The father of it all was remembered in the championship prize, named the Brundage Trophy.

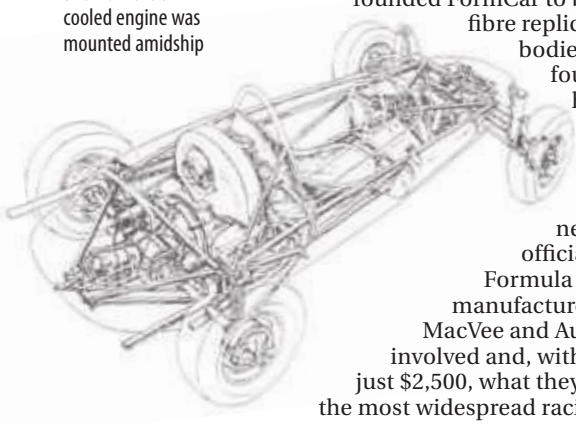
A Formula Vee racer, with its inspiration (and parts donor) parked behind it

Eventually, even Europe noticed what was happening. Ferry Porsche, over in the States visiting the famous Daytona track, saw how popular Formula Vee had become and, with the help of the boss of Volkswagen of America, Carl Hahn (who'd later run VW in its entirety), 12 kits were shipped back to Germany. And so, in spring 1965 at the Eberbach and Rossfeld hillclimbs, Formula Vee hit Europe. The first official circuit race between the VW-based cars was in July 1965 before a crowd of 50,000 at Nuremberg's Norisring. Once again, Porsche had been responsible for injecting a little vigour into Volkswagens.

Formula Vee soon spread throughout the world, and the legions of manufacturers building the cars grew. Even Fuchs took time off making its fabulous alloy wheels to bolt some together. Volkswagen also weighed in with official support. By 1970, there were about 3,000 cars in action across the globe and Europe had taken it home to the USA with its teams taking on the Yanks in challenges. Even an unofficial World Championship was launched. Some pretty big names got their start in Formula Vee too – Niki Lauda, Jochen Rindt, Emerson Fittipaldi, Nelson Piquet and Keke Rosberg all competed before moving onto bigger and better F1 things.

But success proved to be the undoing of the series. The advent of Formula Super Vee in 1970 – using 1.6-litre engines from the 411 models – saw power outputs rise to almost 200bhp, leading to speeds that were matching F1 cars of just a few years previously. The 1.3-litre Formula Vees had between 40bhp and 100bhp, which is what helped keep costs under control. Suddenly, professional racing teams with huge resources started to shoulder the budget-minded amateurs out. That rather defeated the easily accessible spirit of the series and, at the end of the 1970s, Volkswagen Motorsport stopped its support for Formula Vee. It withdrew from Formula Super Vee in 1982.

Fortunately, Formula Vee is thriving once again as historic racing (based on pre-1963 Beetle components), giving current generations the opportunity to experience what is undoubtedly one of the most exciting, affordable race series there has ever been.



A Formula Vee in cutaway, showing the Beetle mechanicals and how the air-cooled engine was mounted amidship

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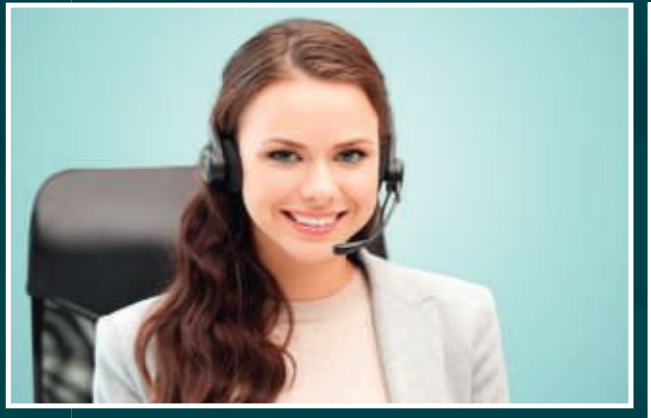

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